

PRELIMINARY REVIEW  
OF  
FINANCIAL INFORMATION, PASSENGER FACILITY CHARGES,  
BOND ISSUANCES, AND CAPITAL OUTLAYS  
AT THE  
DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

PREPARED FOR  
THE JOINT LEGISLATIVE SELECT COMMITTEE  
ON THE WAYNE COUNTY DETROIT METROPOLITAN AIRPORT

August 14, 2000

The Honorable Glenn D. Steil  
Michigan Senate  
Co-Chairperson, Joint Legislative Select Committee  
1020 Farnum Building  
Lansing, Michigan  
and  
The Honorable James L. Koetje  
Michigan House of Representatives  
Co-Chairperson, Joint Legislative Select Committee  
N1093 House Office Building  
Lansing, Michigan

Dear Senator Steil and Representative Koetje:

This is our special report on our preliminary review of Financial Information, Passenger Facility Charges, Bond Issuances, and Capital Outlays at the Detroit Metropolitan Wayne County Airport (the Airport). This report is in response to a request from the Joint Legislative Select Committee on the Wayne County Detroit Metropolitan Airport (the Committee) that we perform a preliminary review of the Airport.

The Committee identified seven general issue areas for us to consider in our preliminary review. This report on financial information, passenger facility charges, bond issuances, and capital outlays addresses one of the seven issue areas.

This special report contains a background; purpose of report; overview of Airport financial information, passenger facility charges, bond issuances, and capital outlays; scope of preliminary review; comments; and various exhibits.

Our procedures were of limited scope. Therefore, our review should not be considered an audit in accordance with *Government Auditing Standards* issued by the Comptroller General of the United States.

We are available to present this special report to the Committee upon request. If this is the Committee's desire or if you have any questions or concerns regarding this review, please contact me.

Sincerely,

Thomas H. McTavish, C.P.A.  
Auditor General



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All exhibits of the Wayne County Detroit Metropolitan Airport Preliminary Review Reports are available by contacting the Office of the Auditor General in writing and specifying the exact exhibits that you would like to receive. Your written request, with your name and address, must be sent to: The Office of the Auditor General, 201 N. Washington Square, 6th Floor, Lansing, Michigan, 48913.

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# **PRELIMINARY REVIEW OF FINANCIAL INFORMATION, PASSENGER FACILITY CHARGES, BOND ISSUANCES, AND CAPITAL OUTLAYS AT THE DETROIT METROPOLITAN WAYNE COUNTY AIRPORT**

## **BACKGROUND**

In 1928, Wayne County Airport was established pursuant to Act 182, P.A. 1927, which authorized political subdivisions, such as Wayne County, to acquire land for the operation of an airport. Renamed the Detroit-Wayne Major Airport in 1947 and the Detroit Metropolitan Wayne County Airport in 1958, the Airport today is operated under the authority of the Aeronautics Code of the State of Michigan (Sections 259.1 - 259.208 of the *Michigan Compiled Laws*). Section 259.126 of the *Michigan Compiled Laws* authorizes political subdivisions, such as Wayne County, to operate airports.

The Airport is served by all major domestic airlines and serves as a "hub" for Northwest Airlines, which operates 60 of the Airport's 103 aircraft gates. The Airport currently consists of three passenger terminals (one international terminal and two domestic terminals) as well as an on-site, user-financed parking operation that is managed by a private contractor. The Airport presently has five runways (three north-south runways and two crosswind runways).

With the completion of an expansion to its Concourse A in November 1999, the Airport increased its number of aircraft gates to 103. In addition, the Airport and Northwest Airlines formulated an agreement in October 1996 to construct a new terminal complex, located southwest of the existing passenger terminal, called the Midfield Terminal Project. It includes a terminal building consisting of a terminal, connecting link, an east concourse with 66 jet aircraft gates, a passenger tunnel, and a west concourse with 8 jet aircraft gates and 25 commuter aircraft gates; a new parking structure; an energy plant; and support facilities. Additional expansion projects being constructed to support the Midfield Terminal Project include a sixth runway, apron, and taxiways, as well as a

south entry road to the Airport. The Midfield Terminal is scheduled for completion at the end of calendar year 2001.

## **PURPOSE OF REPORT**

This special report is in response to a request from the Joint Legislative Select Committee on the Wayne County Detroit Metropolitan Airport that we perform a preliminary review of the Airport. The Committee has identified seven general issue areas for us to consider in our preliminary review. This report contains the results of our preliminary review covering the general issue area of Airport financial information, passenger facility charges (PFCs), bond issuances, and capital outlays.

## **OVERVIEW OF AIRPORT FINANCIAL INFORMATION, PASSENGER FACILITY CHARGES, BOND ISSUANCES, AND CAPITAL OUTLAYS**

The Department of Airports is an executive branch department within Wayne County's governmental structure. Wayne County budgets and accounts for the Airport as an enterprise fund. Primary sources of Airport funding include user charges, such as landing, concession, parking, and rental fees as well as various governmental grants and bond issues. These funding sources generally support the day-to-day operations of Airport facilities as well as various capital improvement and expansion projects. Airport expenses totaled \$142,370,678, \$147,367,107, and \$143,766,538 in fiscal years 1997-98, 1996-97, and 1995-96, respectively.

Pursuant to federal law and Federal Aviation Administration (FAA) regulations, the Airport imposes a \$3 PFC on passengers who use the Airport. The Airport uses the funds collected from the PFC to support FAA-approved projects at the Airport.

The Airport has issued several general airport revenue bonds that constitute Airport debt obligations. The Airport indicated that the airport revenue bonds were issued with prior weighted majority approval from the airlines and that this debt for new projects could not be issued without approval from the airlines. The Airport has also issued several special facilities revenue bonds to construct certain leased facilities at the

Airport. These special facilities revenue bonds are payable from lease payments received from the facilities' lessees and do not constitute Airport debt.

The Airport's capital outlay funds are expended through the Airport's Capital Improvement Program (CIP), which is a design and construction program for the expansion and renovation of the Airport's infrastructure, based on current and anticipated future needs of the Airport. In addition, the Airport expends other capital outlays from non-CIP sources. CIP is funded from a variety of funding sources, such as airline rates and charges, bonds, PFCs, and State and federal grants.

## **SCOPE OF PRELIMINARY REVIEW**

Our procedures were of limited scope. Therefore, our review should not be considered an audit in accordance with *Government Auditing Standards* issued by the Comptroller General of the United States.

We obtained and examined Airport financial and budget information. We gathered information on PFCs, including facts and data on the use of PFCs at the Airport. We asked the Airport to provide us information on the bonds issued by the Airport. Based on the Airport's information, we reported bond issues and the stated purpose for issuing the bonds. Finally, we reviewed the Airport's CIP.

## **COMMENTS**

### **Financial Information**

#### **Background:**

The Wayne County Home Rule Charter requires the Wayne County Executive to prepare and submit a comprehensive budget that includes Airport operations to the Wayne County Commission. Thereafter, the Wayne County Commission introduces a proposed appropriations ordinance, conducts hearings, considers testimony, and ultimately adopts an appropriations ordinance that includes budget execution instructions. The executive branch of Wayne County has declared that many of the Wayne County Commission's budget execution instructions constitute nonbinding statements of the Commission's desires or intent. Consequently, the executive branch



of Wayne County, through its Office of Corporation Counsel, has issued an opinion indicating that these budget instructions are not valid because it believes the Commission is legislating the executive branch of the County.

Wayne County accounts for the Airport as an enterprise fund. An enterprise fund is used for operations that are financed and operated in a manner similar to a private business enterprise, in which the costs of providing goods and services to the public are financed or recovered primarily through user charges. Airport operations are funded primarily through user fees, such as landing, concession, parking, and rental fees.

**Procedure:**

We requested and obtained a computer download of the Airport's accounting records, including revenue, expense, and payroll detail, for fiscal years 1995-96 through 1997-98. We traced the computer download detail to the Airport's audited financial statements in order to verify the accuracy of the computer data provided.

Using the computer download of revenue and expense information, we obtained and reviewed the Airport's financial transaction detail of revenues and expenses for fiscal years 1995-96 through 1997-98. A year-to-year comparison of revenues and expenses is contained in Exhibits A and B, respectively. Exhibit C includes the Airport's explanations for large fluctuations in expenses from year to year that are highlighted in Exhibit B.

For budgetary information, we obtained the Airport's budget detail contained in its financial records. In order to verify that the Airport's budget record detail was consistent with the approved Airport budget, we traced budget figures reported in the Airport's general ledger to the official appropriations ordinance approved by the Wayne County Commission. We performed a year-to-year comparison of budgeted and actual revenues and expenses for the Airport in Exhibits D and E, respectively.

**Comment:**

a. Financial Transaction and Payroll Detail

The Airport provided us with a computer download of its financial transaction detail. We successfully traced the Airport's computer download to its audited financial statements.

In addition to the financial transaction detail, we separately requested that the Airport provide us a computer download of its payroll detail. The Airport provided us with a computer download of its payroll detail. The Airport also provided us with its reconciliation of the payroll detail to its audited financial statements. In order to reconcile with the audited financial statements, the Airport made extensive adjustments involving items such as the Willow Run Airport payroll, manual pay checks, payroll accruals and reversals, clothing and firearms allowances, vehicle mileage, retroactive payrolls, and anticipated pay. The Airport indicated to us that these were all routine adjustments that any payroll would have in any organization.

We have not confirmed the accuracy of the Airport's adjustments for reconciling items. Confirmation of the Airport's adjustments would be necessary before we could place reliance on the payroll detail and use it in any analysis of the Airport's payroll activities.

b. Budget Information

(1) We compared the Airport's budget detail to the Airport's official appropriations ordinance approved by the Wayne County Commission for fiscal years 1995-96 through 1998-99. The budget detail provided by the Airport reconciled to the Airport's official appropriations ordinance.

(2) For fiscal years 1995-96 through 1997-98, we compared budgeted expenses with actual expenses in total for each Airport account (salaries, janitorial supplies, advertising, etc.). From our comparison, we identified several significant variances. These variances (where budget to actual differences exceed \$20,000 and 30% of the budget) are shown in Exhibits F-1 through F-6.

Our comparison also disclosed a trend for certain Airport accounts. Several Airport expense accounts were consistently under budget each year of our review. Conversely, several Airport expense accounts were consistently over budget each year of our review. The three-year budget variation trends in these accounts are shown in Exhibits F-7 and F-8.

After reviewing a draft copy of this report's analysis of budget to actual expenses for Airport accounts, the Airport indicated that, although specific line items may be over or under budget, this is a fact of life for any organization. The Airport also cited its year-end activity fee calculation reports prepared by Airport contractor Booz-Allen & Hamilton, Inc.

The Airport stated that the year-end activity fee calculation is an essential part of running an airport. As described in the year-end activity fee calculation reports, all funding requirements not covered by nonairline revenues, building rentals, and facility use fees are paid through an activity fee. The activity fee is charged to each signatory airline based on its pro rata share of total aircraft landed weight. A year-end adjustment of the activity fee is made, such that signatory airlines pay the amount of any deficiency or receive any surplus in the activity fees from the preceding fiscal year.

The Airport's response to our draft report stated that the year-end activity fee calculation reports show that ". . . the Airport gave a small refund to the airlines every year except 1998. This, in essence, means the Airport managed the budget well throughout the year and even gave back some without running into a cash problem."

A summary of the year-end activity fee adjustments refunded to the airlines (or reimbursed by the airlines to the Airport) are described below for fiscal years 1994-95 through 1997-98:

<u>Fiscal Year</u>	<u>Total Amount Refunded (Reimbursed)</u>
1994-95	\$4,839,335
1995-96	\$3,724,719
1996-97	\$8,729,942
1997-98	(\$7,376,722)*

\* The Airport indicated that the reason the airlines owed the Airport in 1998 was because of Northwest Airline's pilot strike and lower-than-anticipated revenues resulting from less air traffic.

Source: Booz-Allen & Hamilton, Inc.

- (3) In response to our request for Airport budget information, the Airport provided us with the official budget of Wayne County, in which the Airport is included. Each volume of Wayne County's annual budget presents the Airport's budget by fund and activity. This is the level of budget detail to which the Airport is accountable. The Wayne County funds pertinent to the Airport's accountability include:

Airport Bond Fund  
 Airport Construction Fund  
 Airport Fund

The Wayne County activities within these Wayne County funds pertinent to the Airport's accountability include:

Central communications  
 Airport (coded as 970)  
 Airport (coded as 971)  
 Firearms training facility  
 Airport bond and construction  
 Debt service  
 Suspense (closing entry transactions)

In order to compare actual expenses to budgeted expenses on the same level as the Airport's official Wayne County budget, we began by presenting the Airport's budgeted and actual expenses, contained within the Wayne County budget. We describe in Exhibits G-1, G-2, and G-3 the Airport's expenses by fund and activity as reported in the official budget of Wayne County for fiscal years 1997-98, 1996-97, and 1995-96, respectively.

In addition to the budgeted and actual expenses contained in the official budget of Wayne County, Exhibits G-1 through G-3 also describe revised expenses and revised variances supplied to us by the Airport for purposes of this presentation. The Airport indicated that presenting budgeted and actual expenses directly from the official budget of Wayne County, without further explanation, was very misleading. Specifically, the Airport stated that the actual expenses presented in the official budget include intrafund transfers, which are merely the movement of money between different Airport accounts resulting from Airport ordinances, bill payments, etc. The Airport indicated that these transfers are not a disbursement of funds, that there is no outlay of cash for these transfers, that they are not expenses, and that they do not appear on the Airport's financial statements. The Airport stated that including expense amounts reported in the official budget, without any explanation, incorrectly suggests that the Airport has expended, for example, \$761,233,141 for debt service in 1998, when the correct amount spent equated to \$31,185,081.

The Airport also provided revised figures and additional explanations for budgeted and actual expenses. The Airport's revised figures for fiscal years 1995-96 through 1997-98 and its explanations are included in Exhibits G-4 through G-7.

The Airport is the exclusive source of the revised figures in Exhibits G-1 through G-3 and of the entire analysis in Exhibits G-4 through G-7. We have not verified the source or methodology used by the Airport in deriving the figures presented. These figures are the Airport's representations and are included to show the Airport's explanations for

the vast differences between its budgeted and actual expenses as presented in the official budget of Wayne County.

We could not determine if the Airport's budget process provided any legislative control over the Airport. Further review would be necessary to provide a basis upon which to describe how the Airport's annual appropriations and budget relates to its expenses.

- (4) On February 22, 2000, we requested that the Airport provide us with details on how the Airport monitors its budget throughout the fiscal year. The Airport stated that its monitoring process is ongoing throughout the year. The Airport cited the following procedures to explain its budget monitoring process:
  - (a) The Director of Airports, deputy directors, and division directors are sent quarterly reports of activity.
  - (b) Top Airport administrators are given funding updates, as needed, throughout the year.
  - (c) Wayne County's Budget Division sends the Director of Airports and Director of Airport Finance quarterly reports.
  - (d) The Wayne County Executive sends quarterly projections to the Wayne County Commission.
  - (e) A midyear projection is made, as required by airline agreements. The budget is compared with actual figures and adjustments may be made. The airlines' landing fees may be adjusted at this time. The airlines are involved in the discussions and are notified of any changes.
  - (f) The Division of Airport Finance provides budget approval for all purchase requisitions, purchase orders, and personnel requisitions. Nothing is purchased without budget approval.

- (5) Based on the budget detail the Airport provided to us, we determined that the Airport did not budget by division (e.g., airport operations, administrative services, maintenance, law enforcement, external relations, etc.) until the fiscal year 1997-98 budget period. The Airport stated that it has budgeted by division for the last four budget years (1997-98 through 2000-01). Prior to that time, the entire Airport budget was contained in one general activity code called "Airport operations and maintenance." The result was that, prior to fiscal year 1997-98, Airport administrators in the various divisions could not have monitored their budgets because the detail necessary to do so did not exist. For example, prior to fiscal year 1997-98, we noted that the Airport's Division of Maintenance and Power (as well as other Airport divisions) had spent millions of dollars in total on such items as "computer supplies," "vehicle supplies," "parts - other equipment," "bulk chemicals," "janitorial supplies," and "supplies - prop. repair." However, the Airport's budget did not allocate any budgeted amounts specifically to the Division of Maintenance and Power for these costs.

The Airport indicated that it did not become a county department with divisions until February 1997. Prior to that time, it was a division itself under the Wayne County Department of Public Services. Therefore, the Airport stated that it could not budget by division until it became its own department.

### **Passenger Facility Charges**

#### **Background:**

The federal Aviation Safety and Capacity Expansion Act of 1990 (Sections 9110, 9111, and 9112 of Public Law 101-508, November 5, 1990) allows certain airports to levy a \$1, \$2, or \$3 PFC per trip segment, up to a maximum of four segments per round trip, to "enplaning" passengers (i.e., those who are boarding flights). Airports must apply to the FAA for authorization to impose and collect PFCs. In addition, airports must also apply to the FAA for authorization to expend PFC revenue on FAA-approved airport projects. An airport may request both authorizations at the same time, or it may request authorization to impose the PFC in advance of project approval. The latter alternative allows an airport to begin collecting revenue immediately while concurrently developing

the detailed project design, studies, etc. Airports may not expend any PFC revenue on a project until that particular project is approved by the FAA.

Revenue collected from PFCs must be used for FAA-approved airport planning and development projects. Projects funded partially or entirely with PFC revenue must meet at least one of the following general criteria: (1) preserve or enhance the safety, security, or capacity of the national air transportation system; (2) reduce or mitigate noise impacts resulting from an airport; or (3) enhance competition among carriers. PFC revenue can also be used to cover the costs of securing and retiring debt related to approved airport projects (leveraged basis).

The FAA must approve an airport's PFC application for a specified amount and ensure that each specific project meets statutory goals and is adequately justified. The FAA requirements are contained in Title 14, Part 158 of the *Code of Federal Regulations (CFR)*.

The FAA requires airlines to collect PFCs from their passengers and remit the charges to airports on a monthly basis. Airlines retain \$0.08 of each PFC remitted as compensation for collecting, handling, and remitting PFC revenue. Airlines collecting more than 50,000 PFCs annually must provide for an audit of their PFC procedures for collecting, holding, and dispersing PFC revenues.

**Procedure:**

We obtained and reviewed enabling legislation and FAA regulations pertaining to PFCs. We asked the Airport to describe its processes for the receipt, holding, and use of PFCs. We obtained and examined the FAA's Records of Decision and other correspondence with the Airport approving the Airport's applications for authority to impose and use PFCs for various projects. We identified specific Airport projects and amounts approved by the FAA to be funded with PFC revenue. We also obtained and examined the Airport's most recent reports to the FAA regarding collecting and expending PFC revenue. Finally, we obtained the most recent FAA-mandated annual audit of Northwest Airlines' procedures for collecting, holding, and dispersing PFC revenue.



**Comment:**

- a. The Airport described its process for the receipt, holding, and use of PFCs as follows:
  - (1) Airlines remit monthly PFC revenue to the Airport, along with a supporting report.
  - (2) PFC revenue remitted by the airlines to the Airport is deposited into a segregated Wayne County PFC bank account.
  - (3) Some PFC funds are transferred on a monthly basis, as needed, to a trustee account at USBank.
  - (4) Accounts at USBank are set up in accordance with the Project Development Agreement between Wayne County and Northwest Airlines. There is a Midfield PFC account and an existing terminal account.
  - (5) All remaining PFC funds stay in the segregated Wayne County PFC bank account, under the control of the Wayne County Treasurer, for other capital improvement projects that have FAA approval.
  - (6) The transfer of PFC funds to any of the accounts mentioned in the preceding items is at the discretion of the Director of Airport Finance and the Wayne County Treasurer.
- b. The Airport spends PFCs on a pay-as-you-go or leveraged basis (debt is paid from PFCs). As previously noted, PFCs may be used to cover the costs of securing and retiring debt related to approved airport projects under federal regulations.
- c. Based on the FAA's Records of Decision and other correspondence, a description of each project approved by the FAA to impose and use PFCs is included in Exhibit H, along with each project's original PFC approved amount, final PFC approved amount, original estimate of total project cost, updated estimate of total project cost, and the dates of approval to impose and use the PFCs. Since PFCs began, there have been 20 projects approved by the FAA to impose and/or use PFCs for a total amount of \$1,862,657,000.

- d. We reviewed the PFC activity report submitted to the FAA by the Airport pursuant to federal regulation 14 *CFR* 158.63 for the quarter ended March 31, 2000. Its summary stated:

	Current Quarter	Cumulative Since Beginning of PFCs
PFC revenue received	\$12,982,518	\$273,364,620
Interest earned	2,232,391	35,242,423
Total PFC revenue received	\$15,214,909	\$308,607,043
Expenses on approved PFC projects	\$ 220,004	\$160,877,550

In addition to the preceding information, the Airport's PFC activity report included a chart showing, for each project approved for PFC use, the current quarter and cumulative expenses, the amount of use approval, project start and stop dates, charge effective date, and the current estimated costs. The Airport's PFC activity report also included more detailed informational charts for each approved project, including current period expenses by category, percentage complete, estimated cost to complete, estimated cost at completion, expenses to date, commitment amount, original PFC approved budget, and the current budget.

- e. We compared the Airport's quarterly PFC activity report to the FAA's Records of Decision and other correspondence. The PFC amounts approved and approval dates were consistent between the Airport's quarterly PFC activity report and the FAA documentation. Similarly, original project cost amounts reported by the Airport agreed with FAA correspondence for 12 of the 20 projects.

We determined that the original project cost amounts for the remaining 8 projects reported in the Airport's quarterly PFC activity report were not consistent with the FAA documentation. The Airport agreed, stating that it had not been consistent in the information it had reported. For some of the

projects, the Airport reported the amount of PFC funding and for others it had reported the estimated cost of the project. This was an oversight that the Airport indicated it would correct in future reports. The Airport also observed that the FAA has accepted these reports for years without objection.

In Exhibit H, the updated estimates of total project cost are based on the Airport's quarterly PFC activity report and are derived, in part, from the Airport's original project cost amounts. To the extent that original project costs are misstated for the 8 projects, the updated estimates of total project cost may be similarly misstated. Further review would be necessary to confirm the accuracy of the reported figures.

The Airport also indicated that a public accounting firm conducts an annual audit of PFC information at the Airport. The independent auditor's report dated March 18, 1999 opined that the Airport had complied in all material respects with the requirements governing project cost allowability, eligibility, PFC funds used as matching share or as supplemental to projects funded by the federal Airport Improvement Program, and special reporting requirements that are applicable to the Airport's PFC program for the 10-month period ended September 30, 1998.

- f. The FAA documentation that we reviewed suggested that several PFC-eligible Airport projects may have fallen behind schedule and were in jeopardy of losing PFC eligibility. However, the Airport asserted that absolutely no PFC funding was in jeopardy at any time and that there was never any loss of PFC funding.

Federal regulation 14 *CFR* 158.33 states that a PFC shall not be imposed beyond two years after approval to use a PFC if that project has not been implemented. In a July 21, 1994 letter, the FAA questioned the Airport's ability to meet its required implementation date for the PFC project involving stormwater retention and drainage facilities construction, stating:

We are concerned that you may have difficulty in meeting the required implementation date. Therefore, we request that you advise us of the status of the project and the steps you are taking to ensure implementation by September 21, 1994. If you are unable to meet the required implementation date, your response should include an alternate good faith plan and

schedule for project implementation, including an explanation of the circumstances forcing delay of the project.

The FAA advised the Airport that failure to respond by August 20, 1994 may necessitate that the FAA initiate procedures for termination of the PFC.

In an October 3, 1994 letter to the FAA, the Airport provided revised schedules for project implementation to the FAA. In an October 5, 1994 letter to the Airport, the FAA determined that the Airport's proposed actions adequately resolved the violation of the terms and conditions of federal regulation 14 *CFR* 158 and accepted the Airport's revised schedules. Further review would be necessary to determine the circumstances forcing delay of the project.

Similarly, on November 27, 1995, the FAA responded to the Airport's request for an extension of time for submitting applications to use PFC revenue for 8 projects (3 at the Airport and 5 at Willow Run Airport).

The FAA stated that Wayne County had demonstrated good cause for the delays in applying for approval to use the PFC funds collected and that Wayne County's revised schedules for project implementation were acceptable. The FAA indicated that the Airport's authority to impose a PFC for these projects would automatically terminate if application requirements did not meet FAA deadlines. FAA documentation showed that all project applications were either submitted or modified/deleted to meet these deadlines.

The Airport stated that it was working on redeveloping its CIP and that there were normal delays in doing this. The Airport stated that the FAA correspondence to the County was routine in nature and that the FAA and the Airport worked cooperatively in getting the necessary things done in a timely fashion without jeopardizing PFC funding.

- g. The most recent FAA-mandated audit of Northwest Airlines' procedures for collecting, holding, and dispersing PFC revenue opined that Northwest Airlines management's assertion that it had maintained effective internal control over administering PFCs collected, withheld, refunded/exchanged, and remitted was fairly stated, in all material respects, based upon criteria established by the Committee of Sponsoring Organizations of the Treadway Commission.

## **Bond Issuances**

### **Background:**

The Airport has issued several general airport revenue bonds. These have been used to finance portions of the Airport's CIP, such as costs of terminal construction, repair and improvements, and land acquisition. Bond proceeds have also been used to retire previous debt obligations as well as to fund capitalized interest, debt reserves, and costs associated with the issuance of the bonds. These bonds constitute Airport debt obligations and are included in the Airport's audited financial statements.

In addition, the Airport has issued special facilities revenue bonds. These are used to construct certain leased facilities at the Airport. The bonds are payable from facility lease payments and do not constitute Airport debt. For example, on June 15, 1999, the Airport issued Special Airport Facilities Revenue Bonds (Series 1999) in the principal amount of \$15,235,000 to provide funds to acquire an aircraft maintenance hangar constructed by Northwest Airlines. Payment of principal and interest on the bonds is made solely from lease payments for which Northwest Airlines is unconditionally obligated pursuant to a separate aircraft maintenance hangar lease agreement.

As described in the footnotes to the Airport's financial statements, special facilities revenue bonds are not Airport debt because the Airport is not obligated to provide debt service in the event of default.

### **Procedure:**

We identified bond issuances at the Airport, including general airport revenue bonds, that constitute Airport debt obligations. These bonds are included in Exhibit I.

In addition, we identified certain special facilities revenue bonds used to construct certain leased facilities at the Airport. These bonds are listed in the following comment section.

### **Comment:**

- a. Airport bonds and their original amounts, amounts outstanding, and purposes are contained in Exhibit I.
- b. The Airport's September 1999 CIP status report identified eight bond issues, totaling \$583,173,000. The 1998-99 Wayne County budget identified nine bond issues totaling \$1,461,705,000. The Airport attributed the difference to

the CIP status report, which only recognized \$139,358,000 of the bonds issued in 1998. The Airport stated that the Wayne County budget recognizes the entire \$1,017,890,000. The Airport indicated that the \$878,532,000 difference between the \$1,017,890,000 recognized in the Wayne County budget and the \$139,358,000 recognized in the CIP status report is because of the Midfield Terminal Project. The Airport stated that the program manager responsible for compiling the CIP status report does not monitor the Midfield Terminal Project and, therefore, does not monitor the details of the project in its reporting. Conversely, the Wayne County budget presents all bond issues, including the bond issue for the Midfield Terminal Project, in its description of CIP. The Airport considers all projects on Airport property, regardless of who is the project manager.

- c. In addition, we identified four special facilities revenue bonds associated with the Airport:

<u>Bonds</u>	<u>Amount</u>
Airport Special Facilities Revenue Bonds (Republic Airlines Series 1985)	\$90,500,000
Airport Special Facilities Revenue Bonds (Mesaba Aviation, 1990)	\$ 3,600,000
Special Airport Facilities Revenue Refunding Bonds (Northwest Airlines Series 1995)	\$84,300,000
Special Airport Facilities Revenue Bonds (Northwest Airlines Series 1999)	\$15,235,000

These special facilities revenue bonds are payable from special facility lease rentals, payable in full by the respective airlines. The related debt is not reflected in the Airport's financial statements because the Airport is not obligated to provide debt service in the event of default. The Airport has agreed in the related bond ordinances to use its "best efforts" to lease the facilities to another party if the bonds are in default.

## **Capital Improvement Program**

### **Background:**

The Airport's CIP was created in 1986. It is a design and construction program for the expansion and renovation of the Airport's infrastructure. The capital projects section of the official Wayne County budget states that, based on current and anticipated needs of the Airport as determined by Airport management, airlines, airline tenants, the FAA, etc., a comprehensive list of potential projects is developed and prioritized. Projects at the top of the priority list are assembled with a project scope, schedule, and budget. The project information is distributed to airlines for their review, comments, and approval. The Airport indicated that airline approval is required through a "weighted majority" vote for all projects that are to be funded by airline revenue bonds. After approval, a bond issue is sold to support the design and construction activities.

The capital projects section of the official Wayne County budget states that design and construction activity under CIP is funded from a variety of sources. Those funding sources are:

- Grants to pay Wayne County for the United States' share of allowable costs for certain Airport projects as described in the letter of intent from the FAA (announcing the FAA's intention, pursuant to Section 513(d) of the Airport and Airway Improvement Act of 1982, to obligate funds from future budget authority)

- Airport revenue bonds

- PFCs

- Grants from the FAA

- Grants from the State

- Federal Highway Administration, U.S. Department of Transportation

The capital projects section of the official Wayne County budget states that all CIP projects are funded either exclusively or through some combination of these funding sources. The Airport stated that rates and charges, coverage funds, and discretionary funds also go to pay the debt on general airport revenue bonds.

Because of the unique and complex nature of Airport construction and capital outlay, the Airport has awarded a contract to a private program manager to assist in overseeing most of the Airport's building projects. The Airport has awarded this contract to the

Program Managers Team, LLC (PMT). PMT consists of Barton Malow, M2 International, and Sverdrup Facilities.

PMT is the primary source of information on Airport CIP projects. PMT's contract requires it to regularly prepare and distribute various CIP project information (i.e., the quarterly CIP status report). This report was the primary source of information to which we were referred. However, we also identified and used other relevant sources (i.e., the Wayne County budget and official statements from the bond issues) that contained CIP information.

The CIP status report addresses the status of all projects included in the CIP, financial status, a summary of CIP project schedules, and the status of disadvantaged business enterprise participation.

We have identified other capital improvement-related expenses and projects during our review of contracts and expenses that were not part of the Airport's CIP. Further inquiry would be necessary to determine the nature and extent of these non-CIP projects.

**Procedure:**

We requested that the Airport provide us with information about CIP contracts. Because of the extent and age of some CIP contracts, we limited our request to the CIP contracts completed and ongoing since January 1, 1995.

We requested that the Airport provide us with the original base contract amounts (original bid amounts) for the CIP construction and consulting contracts, along with any subsequent change order or amendment amounts, for all completed and ongoing CIP projects since January 1, 1995.

For each CIP contract since January 1, 1995, we compared the "base contract amount" with the most recent "forecasted cost at completion" amount reported by the Airport.

We compared each CIP project's original base contract amount with the amount "expended to date," according to the 1998-99 Wayne County budget.

We also compared each CIP project's original base contract amount to the amount "committed to date" according to the Airport's September 1999 CIP status report.



Finally, we illustrated the different results that occur when calculating project costs over or under budget, using base (original) contract amounts compared with the Airport's method of using "current" budget figures that include prior period change orders.

**Comment:**

- a. We have not verified the accuracy of the statements and schedules contained in the CIP status report. However, as described in items b. through d., we have noted some inconsistencies among the various sources of CIP information.
- b. The CIP status report did not always contain the information needed for a complete analysis. The CIP status report did not report cost summaries for budget-to-cost over and under amounts using original bid amounts. Rather, the CIP status report reported budget-to-cost over and under amounts using "current" (including prior period change orders) budget amounts.

The Airport responded that the CIP status report is intended as a general summary and overview of CIP. The Airport also stated that many types of detailed data are used to compile the summaries and are not included in the report. The Airport indicated that each type of data for CIP is tracked in a manner that is tailored to provide internal control and meet various informational needs. Therefore, not all data is tracked in the exact same way.

Because the CIP status report did not report budget-to-cost using original cost amounts, we performed several different analyses, using original cost amounts, to depict the financial status of the Airport's CIP projects for cost over and under variances. We requested that the Airport provide us with information on original cost amounts for CIP projects that were not included in the CIP status report (Exhibit J-1). Based on the information provided to us by the Airport, we could not ascertain whether or how much CIP projects were over or under the diverse assortment of cost figures reported by the Airport (i.e., "forecasted cost at completion," "change order/amendment amounts," "amount expended to date," and "amount committed to date").

This was because the Airport provided us with "original contract amounts" in a different format for CIP construction contracts than for CIP consultant contracts. A project description and unique project number were provided to us for the construction contracts but a corresponding project description and

unique project number were not provided to us for CIP consultant contracts (see Exhibits J-4 and J-5). As a result, we could not match the consultant original contract amounts for CIP projects to their corresponding construction original contract amounts in order to calculate the total original CIP project contract amounts. Therefore, we could not compare the total CIP project original contract amounts with the various cost figures reported by the Airport (i.e., "forecasted cost at completion," "change order/amendment amounts," "amount expended to date," and "amount committed to date").

Similarly, because we could not match consultant original contract amounts with construction original contract amounts, we also could not contrast the differences that result when using the original base contract amounts to calculate over and under variances for CIP projects, as compared to the Airport's practice of calculating over and under variances using "current" amounts that add prior period change orders to the original amount.

Further review would be necessary to complete an analysis of CIP projects based on original contract amounts.

However, even without this analysis, based on the information provided to us by the Airport in the individual listings of CIP construction and consultant contracts, we have identified certain trends. For example, 40 (87%) of 46 construction contracts varied from their original contract awards, with change orders ranging from a negative \$257,873 (20% under budget) to \$8,692,308 (178% over budget) (see Exhibit J-4). Similarly, 23 (39%) of the 59 consultant contracts varied from their original contract awards, with contract amendments ranging from \$85,000 (277% over budget) to \$43,071,310 (587% over budget) (see Exhibit J-5).

- c. The CIP consultant listing (Exhibit J-5) was prepared as of July 31, 1999. As indicated in Exhibit J-2, this information was requested on April 4, 2000. However, the information provided to us by the Airport and its program manager does not reflect changes for the 8-month period preceding the date of our request.
- d. For 19 (32%) of the 59 CIP consultant contracts listed by the Airport's CIP project manager, the columns "original contact amount" plus "contract amendments" did not total to the dollar amount presented in the column

"contract amount to date" (see Exhibit J-5). Increases of \$1,429,488 to original project costs, as well as decreases of \$1,172,030 to original project costs, are not described in the CIP consultant listing prepared by the Airport's project manager.

The Airport subsequently informed us that 5 CIP consultant contracts for which the columns "original contract amount" plus "contract amendments" exceeded the column "contract amount to date" did so because, when a consultant contract is closed and actual payments are less than the contract amount plus amendments, the "contract amount to date" is adjusted down to match actual payments. The 5 contracts to which this applied comprised the decreases of \$1,172,030 to original project costs.

- e. The Airport indicated that the CIP consultant listing does not report all costs beyond the original contract amounts as "contract amendments" because Section 3(2) of the Contracting Ordinance (84-143) and Section 45(D) of the Appropriations Ordinance (98-544) allow the Airport to exceed its contract amounts by up to 10% (see Note A to Exhibit J-5).

Our review disclosed that the Contracting Ordinance (84-143) allows the Wayne County Executive to execute an amendment to purchase services for additional periods of one year or less if the contract renewal does not vary more than 10% from the current contract. In addition, Section 45(D) of the Appropriations Ordinance (98-544) provides:

The CEO shall present for prior approval of the County Commission any change order or contract amendment for an existing contract which exceeds \$50,000 or which exceeds 10% of the existing contract, whichever is less, with the exception of non-professional service contracts under airport construction projects. [emphasis added]

Several of the contract amendments contained in the CIP consultant listing exceeded \$50,000 of the original contract amount without being represented as "contract amendments" (see Exhibit J-5).

**Procedure:**

To illustrate the differences we observed among the various CIP information sources, we performed the following analysis:

- a. We compared "estimated" individual CIP project costs according to the fiscal year 1998-99 Wayne County budget with "forecasted" costs at completion according to the CIP status report.
- b. We compared each Wayne County budget "expended to date" amount with the Airport's CIP status report "committed to date" amount for CIP projects.

**Comment:**

Exhibits K and L show the differences between cost figures contained in the official Wayne County budget compared with the CIP status report (i.e., "estimated" versus "forecasted" costs and "expended" versus "committed" costs).

- a. "Estimated" Costs According to the Wayne County Budget Versus "Forecasted" Costs According to the CIP Status Report

Exhibit K illustrates variances in the CIP project budget amounts according to the fiscal year 1998-99 Wayne County budget ("estimated total cost") compared with the Airport's June 1999 CIP status report ("forecasted cost at completion").

Seven projects in Exhibit K (South Access Road Project - Life Safety, Traffic Controls, and Signage; Improve Berry Intersection; HVAC Renovation of Concourses; Annunciator Integration - Powerhouse; West Cargo Area Access Roads and Utilities; Extend T/W "P" Between T/W Fox and T/W Arc; and Future Apron Replacement) had an "estimated total cost" amount in the fiscal year 1998-99 Wayne County budget, but were listed with a zero dollar value for "forecasted cost at completion" in the June 1999 CIP status report. Although the fiscal year 1998-99 Wayne County budget was prepared prior to the June 1999 CIP status report, costs for these projects were not available in the subsequent June 1999 CIP status report.

The Airport indicated that these 7 projects are either funded but not started or planned but not funded. The Airport also stated that the CIP status report does not list a "forecasted cost at completion" for projects not started but

instead reports them in either the "funded/not started" column or the "planned/not funded" column. For 6 of the projects, we found an amount reported in either the "funded/not started" column or the "planned/not funded" column as described by the Airport. However, for 1 of the projects (Improve Berry Intersection), we did not find an amount reported in either of the columns described by the Airport.

b. "Expended" Costs According to the Wayne County Budget Versus "Committed" Costs According to the CIP Status Report

Exhibit L illustrates variances in the CIP project budget amounts from the fiscal year 1998-99 Wayne County budget ("expended to date") compared with the Airport's September 1999 CIP status report ("committed to date").

The fiscal year 1998-99 Wayne County budget reported multiple projects with project cost totals that significantly exceeded project cost totals reported in subsequently published CIP status reports, and vice versa.

The Airport stated that "expended" costs will always vary from "committed" costs until a project is complete and paid in full.

Three projects (HVAC Renovation of Concourses, Annunciator Integration - Powerhouse, and Observation Deck Abatement) with project cost totals reported in the fiscal year 1998-99 Wayne County budget were listed with a zero dollar value for costs "committed to date" in the September 1999 CIP status report.

Further inquiry would be necessary to determine why costs expended and reported in an earlier issued 1998-99 Wayne County budget were not included in the later issued September 1999 CIP status report.

**Procedure:**

We identified some significant variances in reported CIP project "forecasted" costs from period to period. Thus, we compared the "forecasted" costs in the June 1999 and September 1999 CIP status reports to illustrate the changes reported between periods.

Similarly, we also identified some significant variances in reported CIP project "committed to date" costs from period to period. Thus, we compared the "committed to

date" costs in the June 1999 and September 1999 CIP status reports to illustrate the changes reported between periods.

**Comment:**

- a. The CIP status reports contained significant variances in "forecasted" costs from period to period. Exhibit M provides an illustration of how much "forecasted" costs have fluctuated comparing the three-month period ended June 30, 1999 to the three-month period ended September 30, 1999.

The Airport stated that "forecasted cost at completion" represents its best estimate of total costs for each project at a given point in time and is a combination of consultant authorizations, construction estimates, construction contracts, contingencies, etc. The Airport also stated that the period analyzed (June through September) is the peak time for construction activity and that the variance between the June 1999 and September 1999 forecasts is less than 2%, which is not unreasonable or beyond normal expectations for a program of this size and complexity.

- b. The CIP status reports also contained significant variations in "committed" costs from period to period, including several instances in which reported costs actually decreased as time went on. For example, we noted one project (American International, Inc. - Renovate Toilet Rooms - Phase 2) where "committed to date" costs were \$145,000 less in the subsequent September 1999 CIP status report than in the June 1999 CIP status report (see Exhibit N).
- c. The September 1999 CIP status report shows that a total of \$583,173,000 in bonds have been issued to support the design and construction involved in CIP. However, the September 1999 CIP status report also shows that a total of \$658,892,000 in design and construction costs have been committed against CIP bonds. Further inquiry would be necessary to explain the apparent \$75,719,000 (\$658,892,000 - \$583,173,000) shortfall in bond proceeds.

**Procedure:**

We examined certain Airport project development agreements (PDAs) and associated CIP projects.

**Comment:**

- a. The October 1996 Midfield Terminal PDA between the Airport and Northwest Airlines included a capital improvement project (project 07) for the "reconstruction of existing terminals and concourses." This project called for certain interim improvements to existing terminal facilities and other facilities in the Airport to support anticipated growth during the development of the Midfield Terminal. Among other improvements, the PDA specifically cited the need for 6 additional domestic aircraft gates at Concourse C to accommodate increased flight activity at peak times. The 6 gates were completed in June 1997. A total of \$90,259,000 in "interim improvements" to existing facilities prior to occupancy of the Midfield Terminal were reported in the PDA. However, further inquiry would be necessary to determine and/or confirm the actual amount spent on these interim improvements, the sources of revenue, and the breakdown in expenses associated with the additional gates and other interim improvements.

In addition to the interim improvements and construction of 6 more aircraft gates added by project 07 of the Midfield Terminal PDA, project 06 (Midfield Terminal Construction) of the same PDA calls for the subsequent demolition of those same 6 aircraft gates, along with 57 more gates at three existing Airport concourses. Upon completion of the Midfield Terminal in 2001, the demolition will include the destruction of most of the interim improvements in project 07, including Concourse C and the 6 gates that project 07 of the same PDA had just constructed in June 1997. These gates are to be demolished as part of the agreement between Northwest Airlines and the Airport. The PDA expressed the necessity of the interim improvements to address increased air traffic. The Airport had not conducted a cost-benefit analysis to justify demolishing the interim improvements, just four years after completion, prior to entering into this agreement with Northwest Airlines. After reviewing a draft of this report, the Airport did provide us with its analysis of how the interim improvements and demolition are reasonable and justified (see item c.). Further inquiry would be necessary to determine if any alternatives to demolishing Concourse C were discussed or were/are feasible.

- b. The Airport also entered into a 1999 PDA with Southwest Airlines to expand Concourse A. The agreement provided for the demolition of 2 existing gates to make room for 6 new gates, a hold room at each gate, construction of a walkway extending Concourse A, and an operations area below gate level. Southwest Airlines operates from 4 of the gates and Spirit Airlines at the other 2 gates. The Airport expects that the 4 additional gates will increase price competition among airlines as well as enhance flight availability.

The expansion to Concourse A had an estimated cost of \$7,421,440 according to the PDA; however, actual costs may exceed \$10,600,000 (\$8,800,000 for the concourse and \$1,800,000 in associated taxiway work). The Airport indicated that the actual costs are still estimates because the Airport is in the process of reviewing requests from the airlines for reimbursement and is making final determinations on reimbursement under the PDA. The PDA provided that Southwest Airlines will be reimbursed entirely from PFC revenue for the \$8,800,000 in concourse project costs, including 6.5% financing costs. The Airport indicated that the taxiway work associated with Concourse A has an estimated cost of \$1,800,000. The Airport indicated that the \$1,800,000 will also be funded with PFC revenue, but is not part of the PFC reimbursement associated with the PDA with Southwest Airlines.

The Airport also indicated that the taxiway work will not be demolished, but will be a permanent improvement to the taxiway and aircraft movement system.

Further inquiry would be necessary to confirm the actual costs of the project and verify the nature of the project's financing.

Pursuant to the 1999 PDA with Southwest Airlines, the new expanded Concourse A opened November 19, 1999. However, after the Midfield Terminal opens in 2001, the entire Concourse A expansion and recently constructed gates are to be demolished as part of the October 1996 PDA between Northwest Airlines and the Airport. Although the Airport expressed the necessity of the expansion to increase competition and service, the Airport had not conducted a study to support the cost effectiveness of the expansion and increased competition, given the impending demolition. Further inquiry would be necessary to determine if any alternatives to demolishing Concourse



A, alternative expansion site location, etc., were discussed or were/are feasible.

c. Upon reviewing a draft copy of this report, the Airport provided us the following explanations regarding how the interim improvements and subsequent demolition are reasonable and economically justified:

- (1) The Concourse A expansion was undertaken by the Airport in 1999 to provide Spirit Airlines with two gates and Southwest Airlines with four gates.
- (2) Spirit Airlines was complaining to the U.S. Justice Department and Congress about not having its own gates at the Airport and how this fact alone was preventing it from being able to compete with the major carriers (in particular, Northwest Airlines).
- (3) Southwest Airlines was, at the time, leasing two gates from Northwest Airlines and felt sure that it was being overcharged for its use of Northwest Airlines' gates.
- (4) The Airport needed additional gates for new entrant air carriers because of the lack of gates during prime-time usage.
- (5) The only place on the Airport available for construction of new gates was on Concourse A.
- (6) Both Southwest Airlines and Spirit Airlines agreed that the use of PFCs, of which they pay their fair share, would be beneficial to them. Spirit Airlines believed that its continued business existence was critical to acquiring its own gates.
- (7) The cost of these gates, which was first estimated to be \$10,000,000, is now close to being \$9,000,000 to be funded by PFCs. The combined number of enplaned passengers of Southwest Airlines and Spirit Airlines for 1999 was 875,925. If the concourse were demolished in 2003 after refurbishment of the old Northwest Airlines gates, the facilities would be used for approximately four years.

- (8) PFCs are collected at \$3.00 per enplaned passenger, which amounts to \$2,627,775 each year if enplaned passengers remain constant for both air carriers. The revenue generated strictly from PFCs over the four-year period would be \$10,511,100. This is enough to justify the return to these two air carriers.
- (9) With the addition of four new gates, there will be enough gates available for lease by Southwest Airlines to satisfy the expected demand for new entrants until the refurbishment of Northwest Airlines' gates is completed.
- (10) Concourse C extensions were requested by Northwest Airlines in order to provide the necessary gates to serve additional cities in its plan to transform the Airport into its largest hub. The cost-benefit analysis is similar to that for Concourse A because the cost was equivalent and the number of enplaned passengers greater.

We have not undertaken any examination of the number of enplaned passengers and PFC collections of Southwest Airlines and Spirit Airlines or the projected Concourse A demolition date. A further review of the data contained in the Airport's response would be necessary.

The Airport has indicated that the Midfield Terminal is scheduled for completion at the end of calendar year 2001. The PDA provides that once Northwest Airlines relocates to the Midfield Terminal, Concourses B, D, and F will be refurbished to support other airlines' operations. The demolition of Concourse A is required by the PDA to be completed within 90 days after relocation of all tenant airlines to the refurbished concourses.

The projected Concourse A demolition date of 2003 identified in the Airport's explanations is almost two years beyond the projected completion date of the Midfield Terminal. Based on the November 19, 1999 opening of the expanded Concourse A, the concourse would have to remain open until November 20, 2003 in order to generate the four years of revenue described in the Airport's explanations.

In addition, the \$69,500,000 State grant agreement for the Midfield Terminal Project between the Michigan Department of Transportation and Northwest Airlines, Inc., dated (as amended) February 22, 2000, includes a fund allocation for a 70,000 square foot cargo/mail facility. The amended agreement is silent on the State allocation amount and location of the facility. However, the original agreement allocated \$12,300,000 of the original \$65,000,000 State grant to the facility. The original agreement also stated that the location of the facility would be the present site of Concourse A and that the preliminary schedule called for a "date of beneficial occupancy" in 2002 (the year preceding the Airport's projected closure of Concourse A).

The grant agreement provides for annual grant amounts each year, which are spread over the seven-year period from 1996-97 through 2002-03 to match the planned phasing of design and construction for the projects. The grant agreement allows grant funds to remain available in subsequent fiscal years until expiration, lapse, or termination of the grant agreement. The lapse or termination provisions of the grant agreement, as well as "force majeure" provisions, should preclude a lapse or termination of the grant agreement funds and ensure that grant funds remain available in subsequent fiscal years if necessary to fund completion of the cargo/mail facility regardless of whether it is ultimately located at the current site of Concourse A.

- d. Although we have not determined if alternatives to the demolition of the recently constructed gates have been explored, we have determined that the Airport and Northwest Airlines have recently instituted preliminary discussions to accelerate a previously contemplated expansion to the west concourse of the yet-to-be completed Midfield Terminal. The contemplated \$150 million expansion to the new Midfield Terminal, which will be occupied exclusively by Northwest Airlines, would add 18 jet aircraft gates and seven commuter aircraft gates. Any contemplated expansion of the Midfield Terminal, as with any change to the scheduled demolition of existing gates and concourses, would require amending the October 1996 PDA between the Airport and Northwest Airlines.

### **Requests for Information**

In response to our August 20, 1999 request, the Airport provided us with a computer download of its financial transaction detail on September 22, 1999. On October 5, 1999, we requested that the Airport provide the download in a different computer file format. The new download was received on October 12, 1999. Further information regarding the Airport's computer download was also requested from the Airport on October 25, 1999. After several unsuccessful attempts at tracing the downloaded detail to the Airport's audited financial statements, we concluded that the Airport had not provided us with a complete download of its financial information. Thereafter, on November 3, 1999, we requested that the Airport provide us with a new computer download that contained complete information. On November 10, 1999, the Airport provided us with another computer download of financial transaction detail for fiscal years 1995-96 through 1997-98. We successfully traced this download to the Airport's audited financial statements.

Pursuant to our standard practice, we requested the Airport to provide a Wayne County information technology contact person. Also, we requested that the Airport have a Wayne County information technology contact person present at our opening meeting on August 20, 1999 to interface with two of our information technology staff who were present at the opening meeting for the purpose of discussing our information technology requirements. A Wayne County contact person was not present at the opening meeting and our information technology staff were not allowed routine, direct access to Wayne County information technology personnel in completing their assignments. This lack of access contributed to the delays and repeated requests necessary to obtain this vital information.

The Airport stated that the downloads of general ledger detail transactions took longer to produce because they had to be created. The Airport also stated that this request was fulfilled in the middle of preparing for the year 2000 as well as implementing a new countywide financial system, both of which were top priorities for the County's Information Technology Department.

Also in response to our August 20, 1999 request, on September 15, 1999, the Airport provided us with a computer download of its payroll detail. To test the accuracy of the data received, we attempted to trace the downloaded detail to the Airport's audited financial statements. We could not reconcile this payroll detail with the Airport's audited financial statements. On December 1, 1999, we asked the Airport to explain why its payroll detail did not agree with its audited financial statements.

On February 14, 2000, the Airport provided us with a new computer download of its payroll detail. The Airport explained that the previous payroll detail provided to us was incorrect. The Airport also provided us with its reconciliation of the new payroll detail with the audited financial statements. In order to reconcile with the audited financial statements, the Airport made extensive adjustments involving items such as the Willow Run Airport payroll, manual pay checks, payroll accruals and reversals, clothing and firearms allowances, vehicle mileage, retroactive payrolls, and anticipated pay.

In addition, the payroll detail that we were provided on February 14, 2000 grouped Airport personnel together with Willow Run Airport personnel. This made the payroll detail unusable to us because we could not identify which employees were Airport personnel.

As a result, on February 16, 2000, we requested a separate listing of Airport employees and Willow Run Airport employees. On March 10, 2000, the Airport provided us with the names of the Willow Run Airport employees contained in the payroll detail. Based on this information, we identified the remaining names in the payroll detail as Airport employees.

Although the Airport's payroll detail reconciled with the audited financial statements, we have not confirmed the accuracy of the Airport's adjustments for reconciling items. Confirmation of the Airport's adjustments would be necessary before we could place reliance on the payroll detail and use it in any analysis of the Airport's payroll activities.

The Airport indicated that payroll information is very sensitive and subject to confidentiality laws. The Airport also stated that this request took an extraordinary amount of effort to fulfill and that new reports had to be created for this purpose.

On August 20, 1999, we requested Airport budget information. In response, on September 7, 1999, the Airport provided us with four volumes of Wayne County's formal, published budget, which included the Airport's budget. However, these volumes did not contain detailed budget information to compare to the Airport's actual spending categories (i.e., accounts). Therefore, on October 26, 1999, we requested a more detailed budget from the Airport for fiscal years 1995-96 through 1998-99.

On November 22, 1999, we received a complete, detailed Airport budget. We attempted to reconcile the Airport's budget detail in total with the Airport's official appropriations ordinance, approved by the Wayne County Commission. However, after attempting to reconcile these records, we determined that the budget detail provided to us by the Airport had omitted the Airport Bond Fund as well as the Airport Construction Fund.

On December 1, 1999, we requested that the Airport provide us with the budget detail for the Airport Bond Fund and Airport Construction Fund. We received this information on December 16, 1999. After further efforts, we again could not reconcile the budget detail provided to us by the Airport with the Airport's official appropriations ordinance. Upon further analysis, we determined that we were still missing a material amount of the Airport's budget detail.

On January 4, 2000, we notified the Airport that we still had not received budget detail that was consistent with the Airport's official appropriations ordinance. We identified for the Airport several additional Airport funds and activities within these funds that we discovered were missing from its response.

On February 7, 2000, we received additional budget detail and reconciled the detail with the Airport's official appropriations ordinance.

The Airport stated that it did not provide a more detailed budget in its initial response because we had not requested a detailed budget in our initial request. Similarly, the Airport stated that it did not include such information as the Airport Bond Fund in its response because we did not ask specifically for this information. The Airport indicated that it did not purposefully neglect providing us such information.

A draft of this report was sent to the Airport on July 13, 2000. We met with the Airport to discuss the draft report on July 20, 2000. As a result of concerns expressed by the Airport regarding the presentation of some of the information contained in the report, we conducted additional follow-up procedures subsequent to our July 20, 2000 discussions with the Airport.

## EXHIBITS

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT  
Comparison of Revenue Amounts - Actual and Actual

Name	Account Number	Fiscal Year 1997-98*	Annualized** Fiscal Year 1997-98	Fiscal Year 1996-97	Fiscal Year 1995-96
Fed grant - other	529000	\$ 2,523,247	\$ 3,027,896	\$ 162,186	\$ 37,656
Airport devel aid program	529010	0	0	0	0
LET grant	543010	323,240	387,888	95,464	62,785
Local contributions	589000	0	0	705	0
Police training fund	589010	21,477	25,772	15,924	0
Charges for services	626000	1,834,421	2,201,305	2,146,880	34,325
Misc service fees	626010	0	0	160	2,135
Reimb - county depts	627250	0	0	5,723	1,866,572
911 revenues	631060	6,901	8,281	5,094	0
Misc receipts	631080	300,809	360,970	1,339,423	713,171
Reimb serv to airport dept	632010	1,058,380	1,270,056	20,470	0
Concession revenue	643020	1,905,629	2,286,755	2,411,364	2,568,339
Concess fees - airport parking	643021	24,898,443	29,878,132	28,455,683	26,289,473
Concession rev - rent car	643040	11,837,463	14,204,955	13,377,528	12,187,674
Concess rev - food & bev	643050	3,559,740	4,271,688	4,330,545	4,280,101
Concess rev - infl cater	643060	1,224,003	1,468,804	1,181,315	962,045
Concess rev - news & gift	643070	3,177,389	3,812,867	4,341,755	4,699,069
Hotel concessions	643080	1,773,995	2,128,794	1,886,058	1,912,984
Pay phone commissions	650010	976,748	1,172,098	1,554,427	1,576,303
Landing fees	651000	41,375,536	49,650,643	54,002,431	54,926,550
Supplemental - activity fees	651010	7,559,879	9,071,855	(8,729,946)	(4,021,146)
Landing fees - non signatory	651020	3,578,435	4,294,123	3,767,384	4,824,885
Landing fees - signatory adj	651030	(40,668)	(48,801)	(23,114)	749,547
Interest on investments	665000	7,152,173	8,582,607	8,495,818	6,508,973
Interest on invest - sub 86	665023	6,050,312	7,260,374	0	1,085,055
Interest on invest - sub OA	665024	250,408	300,490	313,136	295,031
Interest on invest - sub OB	665025	216,181	259,417	230,580	177,567
Interest on invest - sub 1A	665026	346,210	415,452	403,279	155,114
Interest on invest - sub 1B	665027	44,866	53,839	252,957	157,421
Interest on invest - sub 93A	665028	17,285	20,742	22,921	15,868
Sub 93B	665029	281,549	337,859	440,482	318,822
Sub 93C	665030	43,938	52,726	57,713	64,697
Interest on invest - 94A	665031	121,640	145,968	168,151	177,482
Interest on invest - 94B	665032	93,000	111,600	122,226	21,532
Interest on invest - 1996A	665033	319,520	383,424	375,240	3,903
Interest on invest - 1996B	665034	323,463	388,156	364,369	3,903
Interest on invest - 1998A	665035	6,643,880	7,972,656	0	0
Interest on invest - 1998B	665036	1,282,533	1,539,040	0	0
Interest on invest - senior	665042	3,123,099	3,747,719	1,692,553	1,422,893
Interest earning O&M reserve	665065	637,413	764,895	966,464	626,621
Interest earning airline equity	665070	(229,721)	(275,666)	45,897	224,581
Bldg & land rental - general	670010	8,854,670	10,625,604	11,096,948	8,711,243
Rents - dbt serv recapture	670015	2,016,931	2,420,317	5,620,443	1,185,473
Common use area rentals	670050	207,901	249,482	277,281	277,503
Utility service fees	670060	3,351,582	4,021,899	3,991,464	4,156,861
Shuttle bus revenue	670065	1,853,355	2,224,026	2,016,880	1,962,975
Facility use fee	670070	5,897,963	7,077,556	6,837,104	6,754,401
Metro airport - PFC revenue	670080	34,462,473	41,354,967	40,140,292	38,715,454
Sale of equipment	673030	20,445	24,534	74,462	79,897
Gain/loss on dispos FA	693000	(9,768)	(11,722)	0	0
Amort of cap contribution	695100	12,838,759	15,406,511	13,570,665	12,701,330
Use of fund balance	697000	0	0	0	0
Total		\$ 204,107,128	\$ 244,928,553	\$ 207,924,784	\$ 199,477,071

\* Wayne County changed its fiscal year-end. Therefore, fiscal year 1997-98 was a 10-month fiscal period.

\*\* We used the 10-month fiscal period 1997-98 data and annualized it for comparison purposes.



UNAUDITED  
Exhibit A

Dollar Change From Fiscal Year 1996-97 to Annualized Fiscal Year 1997-98	Dollar Change From Fiscal Year 1995-96 to Fiscal Year 1996-97	Percentage Change From Fiscal Year 1996-97 to Annualized Fiscal Year 1997-98	Percentage Change From Fiscal Year 1995-96 to Fiscal Year 1996-97
2,865,710	\$ 124,530	1,766.93%	330.70%
0	0		
292,424	32,678	306.32%	52.05%
(705)	705	(100.00%)	
9,848	15,924	61.85%	
54,425	2,112,555	2.54%	6,154.52%
(160)	(1,975)	(100.00%)	(92.51%)
(5,723)	(1,860,849)	(100.00%)	(99.69%)
3,187	5,094	62.56%	
(978,452)	626,252	(73.05%)	87.81%
1,249,586	20,470	6,104.45%	
(124,609)	(156,975)	(5.17%)	(6.11%)
1,422,448	2,166,210	5.00%	8.24%
827,428	1,189,854	6.19%	9.76%
(58,856)	50,443	(1.36%)	1.18%
287,488	219,270	24.34%	22.79%
(528,888)	(357,315)	(12.18%)	(7.60%)
242,736	(26,926)	12.87%	(1.41%)
(382,329)	(21,876)	(24.60%)	(1.39%)
(4,351,787)	(924,120)	(8.06%)	(1.68%)
17,801,801	(4,708,800)	203.92%	(117.10%)
526,738	(1,057,501)	13.98%	(21.92%)
(25,687)	(772,661)	(111.13%)	(103.08%)
86,790	1,986,844	1.02%	30.52%
7,260,374	(1,085,055)		(100.00%)
(12,647)	18,105	(4.04%)	6.14%
28,837	53,012	12.51%	29.85%
12,173	248,165	3.02%	159.99%
(199,118)	95,536	(78.72%)	60.69%
(2,179)	7,053	(9.51%)	44.45%
(102,623)	121,660	(23.30%)	38.16%
(4,987)	(6,985)	(8.64%)	(10.80%)
(22,183)	(9,331)	(13.19%)	(5.26%)
(10,626)	100,694	(8.69%)	467.64%
8,184	371,337	2.18%	9,514.26%
23,787	360,466	6.53%	9,235.73%
7,972,656	0		
1,539,040	0		
2,055,166	269,660	121.42%	18.95%
(201,569)	339,843	(20.86%)	54.23%
(321,562)	(178,684)	(700.62%)	(79.56%)
(471,345)	2,385,705	(4.25%)	27.39%
(3,200,126)	4,434,970	(56.94%)	374.11%
(27,800)	(222)	(10.03%)	(0.08%)
30,435	(165,397)	0.76%	(3.98%)
207,146	53,905	10.27%	2.75%
240,452	82,704	3.52%	1.22%
1,214,675	1,424,838	3.03%	3.68%
(49,928)	(5,435)	(67.05%)	(6.80%)
(11,722)	0		
1,835,846	869,335	13.53%	6.84%
0	0		
37,003,770	\$ 8,447,713	17.80%	4.23%

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT  
Comparison of Expense Amounts - Actual and Actual

Account Name	Account Number	Annualized**			
		Fiscal Year 1997-98*	Fiscal Year 1997-98	Fiscal Year 1996-97	Fiscal Year 1995-96
Regular salaries & wages	702000	\$ 18,465,605	\$ 22,158,726	\$ 19,856,481	\$ 18,754,315
Salaries - retroactive	702001	650,636	780,763	719,396	413,669
Salaries - specialty	702005	49,034	58,840	56,990	49,929
Temp salaries & wages	705000	42,802	51,362	92,561	100,108
Overtime	706000	3,491,340	4,189,608	3,085,653	3,286,257
Overtime meal allowance	707000	22,844	27,412	25,532	23,417
Afternoon/night shift diff	707010	205,627	246,752	213,564	199,183
Sat/Sun shift diff	707020	53,521	64,225	53,295	50,283
Holiday premium pay	707050	285,302	342,362	229,820	235,669
Miscellaneous premium pay	707060	109,299	131,158	80,521	75,148
Payment of accum S/L	710000	59,429	71,315	231,194	299,042
S/L - cash plan	710020	1,538	1,846	0	0
Payment of accum A/L	711000	65,485	78,582	300,823	426,289
Worker's comp - supplement	712000	314	377	5,433	5,856
Unemployment insurance	714000	99,613	119,536	107,240	104,248
FICA - county's share	715000	1,854,853	2,225,824	1,847,320	1,805,015
Hospitalization insurance	716000	5,532,998	6,639,597	5,542,572	5,384,883
Disability insurance	717100	101,458	121,750	109,259	113,725
Other fringe benefits - employees***	719100	917,355	1,100,826	441,296	98,787
Worker's comp - payroll	721000	1,036,718	1,244,061	812,868	2,031,693
Retirement - county's share	725000	2,655,093	3,186,111	3,325,604	3,009,394
Computer supplies	727000	(4,990)	(5,988)	54,776	33,723
Computer software	727010	2,906	3,487	19,895	4,720
Printing & binding	728000	29,294	35,152	41,917	60,662
Postage	729000	15,401	18,481	19,710	16,645
Office supplies	730000	183,146	219,776	162,236	152,501
Photo-copying supplies	731000	5,142	6,170	19,462	26,847
X-ray and photo supplies	733000	11,572	13,886	18,744	19,513
Engineering supplies	734000	3	4	1,316	1,753
Forage	735000	194	233	0	0
Dues/memberships/subscriptions	736000	143,779	172,535	181,105	163,171
Miscellaneous supplies***	738000	201,428	241,714	92,028	144,877
Vehicle supplies***	741000	235,892	283,071	176,708	59,350
Materials and parts - shop equipment	741010	7,555	9,066	76,849	43,162
Tires & tubes - general supplies	741020	74,049	88,859	61,662	72,966
Batteries - motorized vehicles	741030	179	215	18,784	17,938
Kitchen supplies	742000	0	0	14	1,103
Clothing & dry goods	744000	68,385	82,062	175,702	200,556
Parts - other equipment	745000	1,016,308	1,219,570	1,154,541	1,700,144
Clothing allowance	746010	168,090	201,708	128,356	110,256
Firearms qualificat allow	746020	58,754	70,505	55,769	53,605
Lubricants & motor fuels	747000	338,350	406,020	482,347	396,046
Laundry	749000	8,865	10,638	10,008	9,905
Food provisions	750000	22,001	26,402	11,879	16,226
Bulk chemicals	760000	292,806	351,367	584,471	634,336
Medical supplies	761000	40,113	48,136	29,335	31,734
Janitorial supplies	776000	70,947	85,137	94,139	97,089
Supplies - property repair***	777000	972,881	1,167,457	786,392	746,894
Small tools	777010	101,459	121,750	132,943	151,972
Supplies - roads & appurtenances	778000	112,440	134,928	796,496	787,854
Agricultural & landscaping supplies***	778010	68,398	82,077	822	945

This schedule continued on next page.

## Exhibit B

Dollar Change From Fiscal Year 1996-97 to Annualized Fiscal Year 1997-98	Dollar Change From Fiscal Year 1995-96 to Fiscal Year 1996-97	Percentage Change From Fiscal Year 1996-97 to Annualized Fiscal Year 1997-98	Percentage Change From Fiscal Year 1995-96 to Fiscal Year 1996-97
\$ 2,302,245	\$ 1,102,166	11.59%	5.88%
61,367	305,727	8.53%	73.91%
1,850	7,061	3.25%	14.14%
(41,200)	(7,547)	(44.51%)	(7.54%)
1,103,955	(200,604)	35.78%	(6.10%)
1,881	2,115	7.37%	9.03%
33,188	14,381	15.54%	7.22%
10,929	3,013	20.51%	5.99%
112,543	(5,849)	48.97%	(2.48%)
50,637	5,374	62.89%	7.15%
(159,879)	(67,847)	(69.15%)	(22.69%)
1,846	0		
(222,241)	(125,466)	(73.88%)	(29.43%)
(5,056)	(423)	(93.06%)	(7.23%)
12,296	2,992	11.47%	2.87%
378,504	42,305	20.49%	2.34%
1,097,025	157,690	19.79%	2.93%
12,491	(4,466)	11.43%	(3.93%)
659,529	342,509	149.45%	346.71%
431,193	(1,218,825)	53.05%	(59.99%)
(139,492)	316,209	(4.19%)	10.51%
(60,764)	21,053	(110.93%)	62.43%
(16,408)	15,175	(82.47%)	321.51%
(6,765)	(18,745)	(16.14%)	(30.90%)
(1,228)	3,065	(6.23%)	18.41%
57,540	9,734	35.47%	6.38%
(13,292)	(7,385)	(68.30%)	(27.51%)
(4,858)	(769)	(25.92%)	(3.94%)
(1,312)	(436)	(99.68%)	(24.90%)
233	0		
(8,571)	17,934	(4.73%)	10.99%
149,686	(52,849)	162.65%	(36.48%)
106,363	117,358	60.19%	197.74%
(67,783)	33,688	(88.20%)	78.05%
27,196	(11,304)	44.11%	(15.49%)
(18,569)	846	(98.85%)	4.72%
(14)	(1,089)	(100.00%)	(98.71%)
(93,640)	(24,854)	(53.30%)	(12.39%)
65,029	(545,603)	5.63%	(32.09%)
73,352	18,100	57.15%	16.42%
14,735	2,164	26.42%	4.04%
(76,328)	86,301	(15.82%)	21.79%
630	103	6.29%	1.04%
14,522	(4,347)	122.25%	(26.79%)
(233,104)	(49,865)	(39.88%)	(7.86%)
18,801	(2,398)	64.09%	(7.56%)
(9,002)	(2,950)	(9.56%)	(3.04%)
381,065	39,498	48.46%	5.29%
(11,193)	(19,028)	(8.42%)	(12.52%)
(661,568)	8,642	(83.06%)	1.10%
81,255	(123)	9,881.92%	(12.99%)

## Exhibit B

Percentage

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT  
Comparison of Expense Amounts - Actual and Actual  
*Continued*

Account Name	Account Number	Annualized**			
		Fiscal Year 1997-98*	Fiscal Year 1997-98	Fiscal Year 1996-97	Fiscal Year 1995-96
Miscellaneous fees	804000	\$ 99,254	\$ 119,105	\$ 58,596	\$ 140,054
Misc professional service	815000	995,790	1,194,948	945,093	943,381
Tuition reimbursement	815055	0	0	17,821	0
Pre-employment physicals	815060	1,845	2,214	8,290	0
Administrative costs - DPS	815099	0	0	0	1,664,530
Buildings chargebacks	815110	11,081	13,297	0	0
Engineering services	815150	6,973	8,367	21,860	(989,062)
Info service chargeback***	815180	327,928	393,514	557,940	52,583
Charge for central communications	815190	898,357	1,078,028	1,016,776	883,757
Central service chargeback***	815200	1,034,384	1,241,261	707,790	706,172
Personnel chargeback***	815220	320,394	384,473	0	0
Indirect cost - exp***	815300	392,243	470,691	1,577,241	1,501,520
Telecomm/automation costs	815400	19,919	23,903	23,903	29,110
M & B - finance	815500	576,857	692,228	575,826	639,312
Data systems development	815600	0	0	356,841	0
Corporation counsel chargeback	815700	416,991	500,390	0	0
Misc contractual service	817000	1,265,795	1,518,954	1,196,131	2,379,154
Janitorial service	817010	4,242,464	5,090,957	4,410,363	5,600,367
Trash removal service	817020	162,124	194,549	234,698	224,335
Security guards	817040	1,233,254	1,479,905	1,492,857	1,273,421
Snow removal services	817050	0	0	5,006	0
Landscaping services	817055	615,706	738,848	557,091	560,013
Concessions commissions	817060	10,325,519	12,390,623	12,227,940	12,125,834
Skilled trade services	817065	776,446	931,736	1,086,812	0
Shuttle bus service	817070	1,676,083	2,011,300	1,615,775	1,370,581
911 expenses	817600	0	0	0	0
Airport construction contracts	818090	905,028	1,086,034	857,771	41,301
Pest control	819010	4,193	5,032	3,388	3,144
Door control maintenance	819020	118,651	142,382	186,708	52,426
Public address syst maint	819040	15,581	18,697	1,666	4,100
Maint insp fire/crash eq	819070	537	644	7,098	0
Telephone & telegraph	851000	2,248	2,698	14,578	616,363
Local/LD telephone chargeback	851001	534,803	641,764	372,696	0
Voice mail chargeback	851002	936	1,124	131	0
Telephone repairs chargeback	851003	2,190	2,628	1,067	0
Tel/cabling projects chargeback	851004	20,626	24,751	93,388	0
AT&T leased equip chargeback	851005	9,636	11,563	51,791	0
Data circuits chargeback	851006	56,341	67,609	75,431	0
Long distance service	851060	3	3	0	0
Cellular phone service	851100	56	67	0	9,899
Travel convention/confer	861000	151,565	181,879	161,539	170,443
Travel local/auto mileage	861240	134,432	161,318	150,586	119,390
Freight & express	862000	4,207	5,048	5,369	7,227
Advertising	901000	0	0	449	0
Insurance & bonds	911000	527,582	633,099	1,224,912	657,710
Insurance liability	911020	0	0	15,282	48,510
Liability payments	911140	819,224	983,069	289,200	1,425,497
Utilities - electricity	921000	5,734,918	6,881,902	5,867,384	5,911,901
Utilities - gas	921010	919,641	1,103,569	1,312,877	1,299,713
Utilities - water & sewage***	921040	2,711,569	3,253,882	1,727,371	1,305,938
Utilities - coal/fuel oil	921060	0	0	879	6,443
Buildings repair & maint	931000	255,571	306,685	137,897	154,093
Maint repairs - roads & appurtenances	931010	87,026	104,431	9,635	34,774

*This schedule continued on next page.*

## Exhibit B

Dollar Change From Fiscal Year 1996-97 to Annualized Fiscal Year 1997-98	Dollar Change From Fiscal Year 1995-96 to Fiscal Year 1996-97	Percentage Change From Fiscal Year 1996-97 to Annualized Fiscal Year 1997-98	Percentage Change From Fiscal Year 1995-96 to Fiscal Year 1996-97
\$ 60,509	\$ (81,458)	103.26%	(58.16%)
249,855	1,712	26.44%	0.18%
(17,821)	17,821	(100.00%)	
(6,076)	8,290	(73.29%)	
0	(1,664,530)		(100.00%)
13,297	0		
(13,493)	1,010,922	(61.72%)	102.21%
(164,427)	505,358	(29.47%)	961.07%
61,252	133,019	6.02%	15.05%
533,471	1,618	75.37%	0.23%
384,473	0		
(1,106,550)	75,721	(70.16%)	5.04%
0	(5,207)		(17.89%)
116,402	(63,486)	20.21%	(9.93%)
(356,841)	356,841	(100.00%)	
500,390	0		
322,823	(1,183,023)	26.99%	(49.72%)
680,594	(1,190,004)	15.43%	(21.25%)
(40,150)	10,364	(17.11%)	4.62%
(12,952)	219,435	(0.87%)	17.23%
(5,006)	5,006	(100.00%)	
181,756	(2,921)	32.63%	(0.52%)
162,684	102,106	1.33%	0.84%
(155,076)	1,086,812	(14.27%)	
395,525	245,194	24.48%	17.89%
0	0		
228,263	816,469	26.61%	1,976.87%
1,644	243	48.53%	7.73%
(44,327)	134,282	(23.74%)	256.13%
17,031	(2,433)	1,022.16%	(59.36%)
(6,454)	7,098	(90.92%)	
(11,880)	(601,785)	(81.49%)	(97.63%)
269,068	372,696	72.19%	
992	131	754.92%	
1,561	1,067	146.36%	
(68,637)	93,388	(73.50%)	
(40,228)	51,791	(77.67%)	
(7,822)	75,431	(10.37%)	
3	0		
67	(9,899)		(100.00%)
20,339	(8,904)	12.59%	(5.22%)
10,732	31,196	7.13%	26.13%
(321)	(1,857)	(5.98%)	(25.70%)
(449)	449	(100.00%)	
(591,814)	567,202	(48.31%)	86.24%
(15,282)	(33,228)	(100.00%)	(68.50%)
693,869	(1,136,297)	239.93%	(79.71%)
1,014,517	(44,517)	17.29%	(0.75%)
(209,308)	13,163	(15.94%)	1.01%
1,526,512	421,432	88.37%	32.27%
(879)	(5,564)	(100.00%)	(86.36%)
168,788	(16,195)	122.40%	(10.51%)
94,796	(25,139)	983.84%	(72.29%)

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT  
Comparison of Expense Amounts - Actual and Actual  
*Continued*

Account Name	Account Number	Annualized**			
		Fiscal Year 1997-98*	Fiscal Year 1997-98	Fiscal Year 1996-97	Fiscal Year 1995-96
Maint repairs - office equip	931030	\$ 12,621	\$ 15,145	\$ 17,531	\$ 46,142
Maint repairs - NOC	931040	44,407	53,288	13,091	19,650
Equipment repair & maint	932000	1,332,045	1,598,454	1,104,225	1,132,901
Vehicle repair & maint	933000	152,675	183,210	194,569	149,827
Elevator & escalator maint***	934010	633,107	759,728	569,383	493,857
Airport - jet way maint	934040	30,605	36,726	99,615	64,645
Interdepartmental serv - maint	934050	1,446,946	1,736,335	1,581,795	1,471,749
Building rental	941000	37,500	45,000	37,500	37,500
Bldg/equipment rental	942000	495,395	594,474	524,099	528,585
Equipment rental - cost	942001	0	0	1,144	0
Vehicle rental	942010	47,748	57,297	26,122	47,806
Equipment rental - elf	942100	111,859	134,231	161,738	195,786
Education allowance	960000	4,135	4,962	640	790
In-service training	960010	126,303	151,564	96,569	76,143
Misc operating	961000	3,212	3,854	0	0
Utility sales tax	961010	145,971	175,165	158,593	179,031
Depreciation expense	968000	27,608,363	33,130,036	32,050,895	30,849,042
Land	971000	0	0	0	0
Building additions & improv	976000	446,109	535,331	524,085	2,008,324
Equipment - shop	977000	32,497	38,997	3,766	6,379
Machinery & equipment***	978000	1,015,639	1,218,767	795,121	418,687
Cars & trucks	978010	321,728	386,074	1,145,123	32,406
Office equip & furnishings	979000	207,236	248,683	337,906	175,399
Software purchase	981000	(7,194)	(8,633)	30,963	2,801
Books	982000	6,293	7,551	8,882	17,228
Capitalization of assets	989000	(1,577,101)	(1,892,521)	(2,281,916)	(632,871)
Debt service interest	995000	(2,627,103)	(3,152,524)	(2,003,867)	(10,253,084)
Debt service interest - sub 86	995023	0	0	0	11,108,833
Debt service interest - sub OA	995024	2,619,108	3,142,930	3,194,950	3,243,190
Debt service interest - sub OB	995025	1,379,983	1,655,980	1,703,545	1,747,565
Debt service interest - sub 1A	995026	180,163	216,195	260,895	301,495
Debt service interest - sub 1B	995027	2,173,699	2,608,439	2,648,339	2,685,214
Debt service interest - sub 93A	995028	590,190	708,228	805,686	811,926
Debt service interest - sub 93B	995029	3,142,263	3,770,715	3,834,675	3,893,175
Debt service interest - sub 93C	995030	2,550,438	3,060,525	3,346,710	3,361,880
Debt service interest - 94A	995031	1,860,730	2,232,876	2,503,512	2,729,308
Debt service interest - 94B	995032	945,712	1,134,854	1,316,729	1,316,729
Debt service interest - 96A	995033	3,097,496	3,716,995	3,724,782	336,788
Debt service interest - 96B	995034	3,084,987	3,701,985	3,696,067	336,788
Debt service interest - 98A	995035	10,285,719	12,342,863	0	0
Debt service interest - 98B	995036	1,901,696	2,282,035	0	0
Paying agent fees	996000	145,320	174,384	186,030	90,341
Bond discount/issuance costs	996130	0	0	1,158,038	1,537,247
Intrafund transfer out	999980	0	0	0	0
Trans - debt serv require	999986	0	0	0	0
Total		<u>\$ 142,370,678</u>	<u>\$ 170,844,814</u>	<u>\$ 147,367,107</u>	<u>\$ 143,766,538</u>

\* Wayne County changed its fiscal year-end. Therefore, fiscal year 1997-98 was a 10-month fiscal period.

\*\* We used the 10-month fiscal period 1997-98 data and annualized it for comparison purposes.

\*\*\* These accounts had large fluctuations in actual expenses between years. The accounts are discussed in Exhibit C, which provides the Airport's explanations for the large fluctuations.

## Exhibit B

Dollar Change From Fiscal Year 1996-97 to Annualized Fiscal Year 1997-98	Dollar Change From Fiscal Year 1995-96 to Fiscal Year 1996-97	Percentage Change From Fiscal Year 1996-97 to Annualized Fiscal Year 1997-98	Percentage Change From Fiscal Year 1995-96 to Fiscal Year 1996-97
\$ (2,387)	\$ (28,610)	(13.61%)	(62.01%)
40,197	(6,559)	307.06%	(33.38%)
494,228	(28,676)	44.76%	(2.53%)
(11,359)	44,742	(5.84%)	29.86%
190,345	75,526	33.43%	15.29%
(62,889)	34,970	(63.13%)	54.10%
154,540	110,046	9.77%	7.48%
7,500	0	20.00%	0.00%
70,376	(4,486)	13.43%	(0.85%)
(1,144)	1,144	(100.00%)	
31,175	(21,684)	119.34%	(45.36%)
(27,507)	(34,047)	(17.01%)	(17.39%)
4,322	(150)	675.31%	(18.99%)
54,995	20,426	56.95%	26.83%
3,854	0		
16,572	(20,438)	10.45%	(11.42%)
1,079,141	1,201,853	3.37%	3.90%
0	0		
11,246	(1,484,240)	2.15%	(73.90%)
35,231	(2,613)	935.61%	(40.96%)
423,646	376,434	53.28%	89.91%
(759,049)	1,112,717	(66.29%)	3433.68%
(89,224)	162,507	(26.40%)	92.65%
(39,596)	28,162	(127.88%)	1,005.31%
(1,331)	(8,346)	(14.99%)	(48.44%)
389,395	(1,649,045)	17.06%	(260.57%)
(1,148,658)	8,249,217	(57.32%)	80.46%
0	(11,108,833)		(100.00%)
(52,020)	(48,240)	(1.63%)	(1.49%)
(47,565)	(44,020)	(2.79%)	(2.52%)
(44,700)	(40,600)	(17.13%)	(13.47%)
(39,900)	(36,875)	(1.51%)	(1.37%)
(97,458)	(6,240)	(12.10%)	(0.77%)
(63,960)	(58,500)	(1.67%)	(1.50%)
(286,185)	(15,170)	(8.55%)	(0.45%)
(270,636)	(225,796)	(10.81%)	(8.27%)
(181,875)	0	(13.81%)	
(7,787)	3,387,994	(0.21%)	1,005.97%
5,918	3,359,279	0.16%	997.45%
12,342,863	0		
2,282,035	0		
(11,646)	95,689	(6.26%)	105.92%
(1,158,038)	(379,209)	(100.00%)	(24.67%)
0	0		
0	0		
<u>\$ 23,477,707</u>	<u>\$ 3,600,569</u>	15.93%	2.50%

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT  
Comparison of Revenue Amounts - Budget and Actual

Account Name	Account Number	Fiscal Year 1998-99 Budget	Fiscal Year 1997-98 Actual*	Fiscal Year 1997-98 Budget*	Fiscal Year 1997-98 Dollar Change Over (Under)	Fiscal Year 1997-98 Percentage Change
Fed grant - other	529000	\$ 0	\$ 2,523,247	\$ 0	\$ 2,523,247	
Airport devel aid program	529010	0	0	0	0	
LET grant	543010	80,000	323,240	204,085	119,155	58.38%
Local contributions	589000	0	0	0	0	
Police training fund	589010	10,000	21,477	0	21,477	
Charges for services	626000	0	1,834,421	0	1,834,421	
Misc service fees	626010	0	0	0	0	
Reimb - county depts	627250	2,433,356	0	1,831,786	(1,831,786)	(100.00%)
911 revenues	631060	8,000	6,901	0	6,901	
Misc receipts	631080	1,400,000	300,809	416,500	(115,691)	(27.78%)
Reimb serv to airport dept	632010	1,350,000	1,058,380	1,082,900	(24,520)	(2.26%)
Concession revenue	643020	2,762,000	1,905,629	2,300,746	(395,117)	(17.17%)
Concess fees - airport parking	643021	29,000,000	24,898,443	23,324,000	1,574,443	6.75%
Concession rev - rent car	643040	14,000,000	11,837,463	11,262,160	575,303	5.11%
Concess rev - food & bev	643050	4,800,000	3,559,740	3,978,991	(419,251)	(10.54%)
Concess rev - infl cater	643060	1,300,000	1,224,003	833,000	391,003	46.94%
Concess rev - news & gift	643070	5,000,000	3,177,389	4,449,470	(1,272,081)	(28.59%)
Hotel concessions	643080	2,100,000	1,773,995	1,732,640	41,355	2.39%
Pay phone commissions	650010	1,800,000	976,748	1,472,744	(495,996)	(33.68%)
Landing fees	651000	59,213,533	41,375,536	54,141,857	(12,766,321)	(23.58%)
Supplemental - activity fees	651010	0	7,559,879	0	7,559,879	
Landing fees - non signatory	651020	4,520,117	3,578,435	2,592,713	985,722	38.02%
Landing fees - signatory adj	651030	0	(40,668)	0	(40,668)	
Interest on investments	665000	5,950,000	7,152,173	4,748,100	2,404,073	50.63%
Interest earning - inves operati	665010	0	0	0	0	
Interest on invest - sub 86	665023	0	6,050,312	0	6,050,312	
Interest on invest - sub OA	665024	270,000	250,408	62,500	187,908	300.65%
Interest on invest - sub OB	665025	190,000	216,181	37,500	178,681	476.48%
Interest on invest - sub 1A	665026	90,000	346,210	16,700	329,510	1,973.11%
Interest on invest - sub 1B	665027	60,000	44,866	50,000	(5,134)	(10.27%)
Interest on invest - sub 93A	665028	20,000	17,285	14,200	3,085	21.72%
Sub 93B	665029	120,000	281,549	83,300	198,249	237.99%
Sub 93C	665030	50,000	43,938	50,000	(6,062)	(12.12%)
Interest on invest - 94A	665031	100,000	121,640	125,000	(3,360)	(2.69%)
Interest on invest - 94B	665032	30,000	93,000	20,800	72,200	347.12%
Interest on invest - 1996A	665033	250,000	319,520	41,700	277,820	666.24%
Interest on invest - 1996B	665034	250,000	323,463	41,700	281,763	675.69%
Interest on invest - 1998A	665035	0	6,643,880	0	6,643,880	
Interest on invest - 1998B	665036	0	1,282,533	0	1,282,533	
Interest on invest - senior	665042	1,050,000	3,123,099	874,650	2,248,449	257.07%
Interest earning O&M reserve	665065	749,700	637,413	624,750	12,663	2.03%
Interest earning airline equity	665070	229,908	(229,721)	191,590	(421,311)	(219.90%)
Bldg & land rental - general	670010	11,564,051	8,854,670	7,497,000	1,357,670	18.11%
Rents - dbt serv recapture	670015	2,420,300	2,016,931	2,016,110	821	0.04%
Common use area rentals	670050	300,000	207,901	249,900	(41,999)	(16.81%)
Utility service fees	670060	4,500,000	3,351,582	3,748,500	(396,918)	(10.59%)
Shuttle bus revenue	670065	2,300,000	1,853,355	1,666,000	187,355	11.25%
Facility use fee	670070	7,100,000	5,897,963	5,831,000	66,963	1.15%
Metro airport - PFC revenue	670080	41,000,000	34,462,473	33,320,000	1,142,473	3.43%
Sale of equipment	673030	0	20,445	0	20,445	
Gain/loss on dispos FA	693000	0	(9,768)	0	(9,768)	
Other revenue	694030	150,000	0	124,950	(124,950)	(100.00%)
Amort of cap contribution	695100	0	12,838,759	0	12,838,759	
Use of fund balance	697000	9,512,000	0	30,859,318	(30,859,318)	(100.00%)
Intrafund transfer in	699980	31,114,383	0	5,295,448	(5,295,448)	(100.00%)
Total		<u>\$ 249,147,348</u>	<u>\$ 204,107,128</u>	<u>\$ 207,214,308</u>	<u>\$ (3,107,180)</u>	<u>(1.50%)</u>

\* Wayne County changed its fiscal year-end. Therefore, fiscal year 1997-98 was a 10-month fiscal period.



Fiscal Year 1996-97 Actual	Fiscal Year 1996-97 Budget	Fiscal Year 1996-97 Dollar Change Over (Under)	Fiscal Year 1996-97 Percentage Change	Fiscal Year 1995-96 Actual	Fiscal Year 1995-96 Budget	Fiscal Year 1995-96 Dollar Change Over (Under)	Fiscal Year 1995-96 Percentage Change
\$ 162,186	\$ 0	\$ 162,186		\$ 37,656	\$ 0	\$ 37,656	
0	0	0		0	0	0	
95,464	12,000	83,464	695.53%	62,785	20,000	42,785	213.93%
705	0	705		0	0	0	
15,924	0	15,924		0	0	0	
2,146,880	0	2,146,880		34,325	0	34,325	
160	0	160		2,135	0	2,135	
5,723	2,150,990	(2,145,267)	(99.73%)	1,866,572	1,888,528	(21,956)	(1.16%)
5,094	0	5,094		0	0	0	
1,339,423	700,000	639,423	91.35%	713,171	300,000	413,171	137.72%
20,470	0	20,470		0	0	0	
2,411,364	2,656,000	(244,636)	(9.21%)	2,568,339	2,000,000	568,339	28.42%
28,455,683	28,000,000	455,683	1.63%	26,289,473	25,000,000	1,289,473	5.16%
13,377,528	13,000,000	377,528	2.90%	12,187,674	9,000,000	3,187,674	35.42%
4,330,545	4,593,000	(262,455)	(5.71%)	4,280,101	3,700,000	580,101	15.68%
1,181,315	1,000,000	181,315	18.13%	962,045	1,400,000	(437,955)	(31.28%)
4,341,755	5,136,000	(794,245)	(15.46%)	4,699,069	3,500,000	1,199,069	34.26%
1,886,058	2,000,000	(113,942)	(5.70%)	1,912,984	1,600,000	312,984	19.56%
1,554,427	1,700,000	(145,573)	(8.56%)	1,576,303	1,400,000	176,303	12.59%
54,002,431	60,576,000	(6,573,569)	(10.85%)	54,926,550	64,057,548	(9,130,998)	(14.25%)
(8,729,946)	0	(8,729,946)		(4,021,146)	0	(4,021,146)	
3,767,384	3,017,000	750,384	24.87%	4,824,885	4,500,000	324,885	7.22%
(23,114)	0	(23,114)		749,547	0	749,547	
8,495,818	4,890,000	3,605,818	73.74%	6,508,973	300,000	6,208,973	2,069.66%
0	0	0		0	300,000	(300,000)	(100.00%)
0	864,930	(864,930)	(100.00%)	1,085,055	10,946,789	(9,861,734)	(90.09%)
313,136	236,398	76,738	32.46%	295,031	3,265,465	(2,970,434)	(90.97%)
230,580	182,892	47,688	26.07%	177,567	1,768,000	(1,590,433)	(89.96%)
403,279	164,771	238,508	144.75%	155,114	320,448	(165,334)	(51.59%)
252,957	198,750	54,207	27.27%	157,421	2,702,171	(2,544,750)	(94.17%)
22,921	17,800	5,121	28.77%	15,868	735,298	(719,430)	(97.84%)
440,482	323,195	117,287	36.29%	318,822	3,893,175	(3,574,353)	(91.81%)
57,713	69,900	(12,187)	(17.44%)	64,697	3,099,198	(3,034,501)	(97.91%)
168,151	147,300	20,851	14.16%	177,482	2,818,101	(2,640,619)	(93.70%)
122,226	26,350	95,876	363.86%	21,532	1,316,729	(1,295,197)	(98.36%)
375,240	0	375,240		3,903	0	3,903	
364,369	0	364,369		3,903	0	3,903	
0	0	0		0	0	0	
0	0	0		0	0	0	
1,692,553	1,129,500	563,053	49.85%	1,422,893	3,823,000	(2,400,107)	(62.78%)
966,464	1,918,801	(952,337)	(49.63%)	626,621	0	626,621	
45,897	0	45,897		224,581	0	224,581	
11,096,948	8,700,000	2,396,948	27.55%	8,711,243	8,100,000	611,243	7.55%
5,620,443	2,265,000	3,355,443	148.14%	1,185,473	1,035,000	150,473	14.54%
277,281	275,000	2,281	0.83%	277,503	300,000	(22,497)	(7.50%)
3,991,464	4,500,000	(508,536)	(11.30%)	4,156,861	4,500,000	(343,139)	(7.63%)
2,016,880	2,000,000	16,880	0.84%	1,962,975	1,500,000	462,975	30.87%
6,837,104	7,100,000	(262,896)	(3.70%)	6,754,401	5,850,000	904,401	15.46%
40,140,292	36,014,500	4,125,792	11.46%	38,715,454	32,000,000	6,715,454	20.99%
74,462	0	74,462		0	0	0	
0	0	0		0	0	0	
0	150,000	(150,000)	(100.00%)	79,897	0	79,897	
13,570,665	0	13,570,665		12,701,330	0	12,701,330	
0	(5,832,500)	5,832,500	(100.00%)	0	77,233,000	(77,233,000)	(100.00%)
0	41,414,532	(41,414,532)	(100.00%)	0	11,595,000	(11,595,000)	(100.00%)
<u>\$ 207,924,784</u>	<u>\$ 231,298,109</u>	<u>\$ (23,373,325)</u>	<u>(10.11%)</u>	<u>\$ 199,477,071</u>	<u>\$ 295,767,450</u>	<u>\$ (96,290,379)</u>	<u>(32.56%)</u>

UNAUDITED  
Exhibit E

OIT METROPOLITAN WAYNE COUNTY AIRPORT

Comparison of Expense Amounts - Budget and Actual

Fiscal Year 1998-99 Budget	Fiscal Year 1997-98 Budget*	Fiscal Year 1997-98 Actual*	Fiscal Year 1997-98 Dollar Change Over (Under)	Fiscal Year 1997-98 Percentage Change
\$ 25,975,123	\$ 19,563,529	\$ 18,465,605	\$ (1,097,924)	(5.61%)
0	0	650,636	650,636	
183,000	21,658	49,034	27,376	126.40%
250,000	208,250	42,802	(165,448)	(79.45%)
2,548,199	1,917,212	3,491,340	1,574,128	82.11%
29,500	24,657	22,844	(1,813)	(7.35%)
317,515	187,022	205,627	18,605	9.95%
55,000	41,234	53,521	12,287	29.80%
293,020	232,424	285,302	52,878	22.75%
77,550	68,348	109,299	40,951	59.91%
0	5,998	0	(5,998)	(100.00%)
360,750	311,666	59,429	(252,237)	(80.93%)
0	0	1,538	1,538	
509,700	446,656	65,485	(381,171)	(85.34%)
0	0	314	314	
140,264	105,845	99,613	(6,232)	(5.89%)
2,165,637	1,667,731	1,854,853	187,122	11.22%
8,156,168	6,143,078	5,532,998	(610,080)	(9.93%)
142,856	107,833	101,458	(6,375)	(5.91%)
0	22,658	917,355	894,697	3,948.70%
1,459,766	1,176,907	1,036,718	(140,189)	(11.91%)
4,219,034	3,423,190	2,655,093	(768,097)	(22.44%)
58,200	40,817	(4,990)	(45,807)	(112.23%)
25,700	19,634	2,906	(16,728)	(85.20%)
223,100	158,187	29,294	(128,893)	(81.48%)
57,750	40,067	15,401	(24,666)	(61.56%)
211,700	156,271	183,146	26,875	17.20%
30,300	24,074	5,142	(18,932)	(78.64%)
19,300	12,995	11,572	(1,423)	(10.95%)
5,500	4,582	3	(4,579)	(99.92%)
10,500	7,081	194	(6,887)	(97.26%)
200,345	141,310	143,779	2,469	1.75%
358,300	281,054	201,428	(79,626)	(28.33%)
59,500	49,231	235,892	186,661	379.15%
25,000	20,825	7,555	(13,270)	(63.72%)
75,000	62,475	74,049	11,574	18.53%
8,000	6,664	179	(6,485)	(97.31%)
0	0	0	0	
234,600	176,930	68,385	(108,545)	(61.35%)
1,665,100	1,375,699	1,016,308	(359,391)	(26.12%)
205,050	155,021	168,090	13,069	8.43%
87,700	64,349	58,754	(5,595)	(8.70%)
621,500	367,770	338,350	(29,420)	(8.00%)
34,900	66,557	8,865	(57,692)	(86.68%)
42,000	12,495	22,001	9,506	76.08%
1,200,000	999,600	292,806	(706,794)	(70.71%)
60,100	50,063	40,113	(9,950)	(19.87%)
9,100	7,164	70,947	63,783	890.33%
850,000	848,411	972,881	124,470	14.67%
117,700	96,962	101,459	4,497	4.64%
500,000	416,500	112,440	(304,060)	(73.00%)
5,000	4,165	68,398	64,233	1,542.20%

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Exhibit E

Fiscal Year 1996-97 Budget	Fiscal Year 1996-97 Actual	Fiscal Year 1996-97 Dollar Change Over (Under)	Fiscal Year 1996-97 Percentage Change	Fiscal Year 1995-96 Budget	Fiscal Year 1995-96 Actual	Fiscal Year 1995-96 Dollar Change Over (Under)	Fiscal Year 1995-96 Percentage Change
\$ 21,131,481	\$ 19,856,481	\$ (1,275,000)	(6.03%)	\$ 18,585,902	\$ 18,754,315	\$ 168,413	0.91%
128,106	719,396	591,290	461.56%	0	413,669	413,669	
31,440	56,990	25,550	81.27%	0	49,929	49,929	
262,038	92,561	(169,477)	(64.68%)	150,000	100,108	(49,892)	(33.26%)
2,067,921	3,085,653	1,017,732	49.22%	2,778,187	3,286,257	508,070	18.29%
31,000	25,532	(5,468)	(17.64%)	0	23,417	23,417	
236,510	213,564	(22,946)	(9.70%)	19,280	199,183	179,903	933.11%
43,905	53,295	9,390	21.39%	5,496	50,283	44,787	814.90%
306,020	229,820	(76,200)	(24.90%)	169,020	235,669	66,649	39.43%
156,521	80,521	(76,000)	(48.56%)	181,840	75,148	(106,692)	(58.67%)
0	0	0		0	0	0	
211,235	231,194	19,959	9.45%	16,650	299,042	282,392	1,696.05%
0	0	0		0	0	0	
304,835	300,823	(4,012)	(1.32%)	76,000	426,289	350,289	460.91%
0	5,433	5,433		0	5,856	5,856	
114,112	107,240	(6,872)	(6.02%)	92,929	104,248	11,319	12.18%
1,905,386	1,847,320	(58,066)	(3.05%)	1,681,652	1,805,015	123,363	7.34%
7,008,016	5,542,572	(1,465,444)	(20.91%)	5,743,044	5,384,883	(358,161)	(6.24%)
116,223	109,259	(6,964)	(5.99%)	98,505	113,725	15,220	15.45%
0	441,296	441,296		0	98,787	98,787	
1,296,400	812,868	(483,532)	(37.30%)	957,708	2,031,693	1,073,985	112.14%
3,736,053	3,325,604	(410,449)	(10.99%)	3,056,533	3,009,394	(47,139)	(1.54%)
49,381	54,776	5,395	10.93%	61,915	33,723	(28,192)	(45.53%)
13,429	19,895	6,466	48.15%	13,200	4,720	(8,480)	(64.24%)
107,506	41,917	(65,589)	(61.01%)	105,441	60,662	(44,779)	(42.47%)
31,021	19,710	(11,311)	(36.46%)	31,421	16,645	(14,776)	(47.03%)
164,094	162,236	(1,858)	(1.13%)	158,275	152,501	(5,774)	(3.65%)
29,835	19,462	(10,373)	(34.77%)	28,813	26,847	(1,966)	(6.82%)
22,320	18,744	(3,576)	(16.02%)	22,670	19,513	(3,157)	(13.93%)
500	1,316	816	163.28%	500	1,753	1,253	250.56%
7,000	0	(7,000)	(100.00%)	6,000	0	(6,000)	(100.00%)
159,245	181,105	21,860	13.73%	157,645	163,171	5,526	3.51%
194,509	92,028	(102,481)	(52.69%)	258,220	144,877	(113,343)	(43.89%)
58,213	176,708	118,495	203.55%	183,560	59,350	(124,210)	(67.67%)
25,000	76,849	51,849	207.40%	30,000	43,162	13,162	43.87%
110,000	61,662	(48,338)	(43.94%)	90,000	72,966	(17,034)	(18.93%)
16,000	18,784	2,784	17.40%	30,000	17,938	(12,062)	(40.21%)
0	14	14		0	1,103	1,103	
178,481	175,702	(2,779)	(1.56%)	142,383	200,556	58,173	40.86%
1,607,160	1,154,541	(452,619)	(28.16%)	1,625,000	1,700,144	75,144	4.62%
203,250	128,356	(74,894)	(36.85%)	187,150	110,256	(76,894)	(41.09%)
70,700	55,769	(14,931)	(21.12%)	60,900	53,605	(7,295)	(11.98%)
401,500	482,347	80,847	20.14%	99,780	396,046	296,266	296.92%
50,847	10,008	(40,839)	(80.32%)	50,193	9,905	(40,288)	(80.27%)
10,000	11,879	1,879	18.79%	35,660	16,226	(19,434)	(54.50%)
900,000	584,471	(315,529)	(35.06%)	1,139,000	634,336	(504,664)	(44.31%)
50,100	29,335	(20,765)	(41.45%)	50,100	31,734	(18,366)	(36.66%)
12,538	94,139	81,601	650.83%	205,100	97,089	(108,011)	(52.66%)
918,500	786,392	(132,108)	(14.38%)	1,018,500	746,894	(271,606)	(26.67%)
102,804	132,943	30,139	29.32%	131,989	151,972	19,983	15.14%
500,000	796,496	296,496	59.30%	485,000	787,854	302,854	62.44%
5,000	822	(4,178)	(83.55%)	5,000	945	(4,055)	(81.10%)

## DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

## Comparison of Expense Amounts - Budget and Actual

Continued

Account Name	Account Number	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year
		1998-99	1997-98	1997-98	1997-98	1997-98
		Budget	Budget*	Actual*	Dollar Change	Percentage
					Over (Under)	Change
Miscellaneous fees	804000	\$ 825,000	\$ 670,149	\$ 99,254	\$ (570,895)	(85.19%)
Engineering services	812000	25,000	20,825	0	(20,825)	(100.00%)
Auditing & acctg service	813000	0	583,100	0	(583,100)	(100.00%)
Misc professional service	815000	52,964,000	19,926,360	995,790	(18,930,570)	(95.00%)
Tuition reimbursement	815055	20,000	15,661	0	(15,661)	(100.00%)
Pre-employment physicals	815060	6,000	5,248	1,845	(3,403)	(64.84%)
Administrative costs - DPS	815099	0	0	0	0	
Buildings chargebacks	815110	0	0	11,081	11,081	
Engineering fund chargebacks	815130	0	10,811	0	(10,811)	(100.00%)
Engineering services	815150	50,000	0	6,973	6,973	
Info service chargeback	815180	658,817	44,149	327,928	283,779	642.78%
Charge for central communications	815190	1,020,400	897,996	898,357	361	0.04%
Central service chargeback	815200	1,140,065	833,000	1,034,384	201,384	24.18%
Personnel chargeback	815220	507,444	278,912	320,394	41,482	14.87%
Indirect cost - exp	815300	1,575,500	1,031,147	392,243	(638,904)	(61.96%)
Telecomm/automation costs	815400	30,000	0	19,919	19,919	
M & B - finance	815500	798,300	570,855	576,857	6,002	1.05%
Data systems development	815600	0	0	0	0	
Corporation counsel chargeback	815700	370,000	0	416,991	416,991	
Misc contractual service	817000	1,320,900	1,092,647	1,265,795	173,148	15.85%
Janitorial service	817010	5,000,000	3,486,438	4,242,464	756,026	21.68%
Trash removal service	817020	253,500	198,337	162,124	(36,213)	(18.26%)
Security guards	817040	2,091,400	1,345,545	1,233,254	(112,291)	(8.35%)
Snow removal services	817050	500,000	414,001	0	(414,001)	(100.00%)
Landscaping services	817055	800,000	666,400	615,706	(50,694)	(7.61%)
Concessions commissions	817060	12,200,000	9,996,000	10,325,519	329,519	3.30%
Skilled trade services	817065	1,200,000	999,600	776,446	(223,154)	(22.32%)
Shuttle bus service	817070	1,800,000	1,249,500	1,676,083	426,583	34.14%
911 expenses	817600	8,000	0	0	0	
Airport construction contracts	818090	288,469,000	99,109,507	905,028	(98,204,479)	(99.09%)
Pest control	819010	3,800	2,582	4,193	1,611	62.39%
Door control maintenance	819020	185,000	128,282	118,651	(9,631)	(7.51%)
Public address syst maint	819040	13,000	24,157	15,581	(8,576)	(35.50%)
Maint insp fire/crash eq	819070	0	0	537	537	
Telephone & telegraph	851000	49,774	31,466	2,248	(29,218)	(92.86%)
Local/LD telephone chargeback	851001	380,405	328,335	534,803	206,468	62.88%
Voice mail chargeback	851002	6,046	122	936	814	667.44%
Telephone repairs chargeback	851003	630	293	2,190	1,897	647.45%
Tel/cabling projects chargeback	851004	0	0	20,626	20,626	
AT&T leased equip chargeback	851005	9,964	38,553	9,636	(28,917)	(75.01%)
Data circuits chargeback	851006	80,000	92,998	56,341	(36,657)	(39.42%)
Comp access	851030	1,200	12,745	0	(12,745)	(100.00%)
Long distance service	851060	0	0	3	3	
Cellular phone service	851100	0	0	56	56	
Travel convention/confer	861000	185,000	154,105	151,565	(2,540)	(1.65%)
Travel local/auto mileage	861240	200,500	155,925	134,432	(21,493)	(13.78%)
Freight & express	862000	13,000	10,662	4,207	(6,455)	(60.54%)
Advertising	901000	8,500	7,081	0	(7,081)	(100.00%)
Insurance & bonds	911000	742,793	610,548	527,582	(82,966)	(13.58%)
Property insurance	911001	0	4,998	0	(4,998)	(100.00%)
Insurance liability	911020	770,000	674,730	0	(674,730)	(100.00%)
Insurance property	911060	600,000	0	0	0	
Liability payments	911140	0	1,666,000	819,224	(846,776)	(50.83%)
Utilities - electricity	921000	6,200,000	5,164,600	5,734,918	570,318	11.04%

This schedule continued on next page.

Fiscal Year 1996-97 Budget	Fiscal Year 1996-97 Actual	Fiscal Year 1996-97 Dollar Change Over (Under)	Fiscal Year 1996-97 Percentage Change	Fiscal Year 1995-96 Budget	Fiscal Year 1995-96 Actual	Fiscal Year 1995-96 Dollar Change Over (Under)	Fiscal Year 1995-96 Percentage Change
\$ 202,430	\$ 58,596	\$ (143,834)	(71.05%)	\$ 202,430	\$ 140,054	\$ (62,376)	(30.81%)
0	0	0		0	0	0	
0	0	0		0	0	0	
11,704,700	945,093	(10,759,607)	(91.93%)	4,920,371	943,381	(3,976,990)	(80.83%)
0	17,821	17,821		0	0	0	
0	8,290	8,290		0	0	0	
1,000,000	0	(1,000,000)	(100.00%)	3,003,000	1,664,530	(1,338,470)	(44.57%)
0	0	0		0	0	0	
0	0	0		0	0	0	
29,184,500	21,860	(29,162,640)	(99.93%)	0	(989,062)	(989,062)	
33,500	557,940	524,440	1,565.49%	35,075	52,583	17,508	49.91%
1,016,776	1,016,776	0		973,671	883,757	(89,914)	(9.23%)
710,600	707,790	(2,810)	(0.40%)	1,319,615	706,172	(613,443)	(46.49%)
0	0	0		0	0	0	
1,576,200	1,577,241	1,041	0.07%	795,653	1,501,520	705,867	88.72%
71,233	23,903	(47,330)	(66.44%)	0	29,110	29,110	
780,400	575,826	(204,574)	(26.21%)	812,881	639,312	(173,569)	(21.35%)
0	356,841	356,841		0	0	0	
0	1,196,131	1,196,131		0	0	0	
1,123,955	0	(1,123,955)	(100.00%)	689,355	2,379,154	1,689,799	245.13%
4,765,276	4,410,363	(354,913)	(7.45%)	5,782,276	5,600,367	(181,909)	(3.15%)
238,121	234,698	(3,423)	(1.44%)	291,000	224,335	(66,665)	(22.91%)
1,232,616	1,492,857	260,241	21.11%	1,020,802	1,273,421	252,619	24.75%
497,000	5,006	(491,994)	(98.99%)	471,968	0	(471,968)	(100.00%)
650,000	557,091	(92,909)	(14.29%)	600,000	560,013	(39,987)	(6.66%)
11,000,000	12,227,940	1,227,940	11.16%	10,000,000	12,125,834	2,125,834	21.26%
1,000,000	1,086,812	86,812	8.68%	1,200,000	0	(1,200,000)	(100.00%)
1,401,500	1,615,775	214,275	15.29%	1,501,500	1,370,581	(130,919)	(8.72%)
0	0	0		0	0	0	
221,606,000	857,771	(220,748,229)	(99.61%)	114,726,000	41,301	(114,684,699)	(99.96%)
5,000	3,388	(1,612)	(32.25%)	3,832	3,144	(688)	(17.94%)
140,507	186,708	46,201	32.88%	67,730	52,426	(15,304)	(22.60%)
10,000	1,666	(8,334)	(83.34%)	10,000	4,100	(5,900)	(59.00%)
0	7,098	7,098		0	0	0	
35,774	14,578	(21,196)	(59.25%)	494,520	616,363	121,843	24.64%
252,550	372,696	120,146	47.57%	0	0	0	
0	131	131		0	0	0	
0	1,067	1,067		0	0	0	
0	93,388	93,388		0	0	0	
103,000	51,791	(51,209)	(49.72%)	0	0	0	
79,000	75,431	(3,569)	(4.52%)	0	0	0	
6,562	0	(6,562)	(100.00%)	0	0	0	
0	0	0		0	0	0	
0	0	0		0	9,899	9,899	
184,075	161,539	(22,536)	(12.24%)	184,075	170,443	(13,632)	(7.41%)
187,192	150,586	(36,606)	(19.56%)	15,202	119,390	104,188	685.36%
11,437	5,369	(6,068)	(53.05%)	11,309	7,227	(4,082)	(36.10%)
8,605	449	(8,156)	(94.78%)	8,605	0	(8,605)	(100.00%)
659,303	1,224,912	565,609	85.79%	27,131	657,710	630,579	2324.20%
5,775	0	(5,775)	(100.00%)	5,775	0	(5,775)	(100.00%)
1,429,000	15,282	(1,413,718)	(98.93%)	2,079,000	48,510	(2,030,490)	(97.67%)
0	0	0		0	0	0	
151,680	289,200	137,520	90.66%	0	1,425,497	1,425,497	
6,200,000	5,867,384	(332,616)	(5.36%)	6,930,500	5,911,901	(1,018,599)	(14.70%)

## DETROIT-METROPOLITAN-WAYNE COUNTY AIRPORT

## Comparison of Expense Amounts - Budget and Actual

Continued

Account Name	Account Number	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year
		1998-99	1997-98	1997-98	1997-98	1997-98
		Budget	Budget*	Actual*	Dollar Change	Percentage
					Over (Under)	Change
Utilities - gas	921010	\$ 1,400,000	\$ 1,166,200	\$ 919,641	\$ (246,559)	(21.14%)
Utilities - water & sewage	921040	1,000,000	833,000	2,711,569	1,878,569	225.52%
Utilities - coal/fuel oil	921060	0	0	0	0	
Buildings repair & maint	931000	201,500	167,850	255,571	87,721	52.26%
Maint repairs - roads & appurtenances	931010	70,000	58,310	87,026	28,716	49.25%
Maint repair - office equip	931030	26,088	21,148	12,621	(8,527)	(40.32%)
Maint repairs - NOC	931040	25,000	20,825	44,407	23,582	113.24%
Equipment repair & maint	932000	2,486,300	1,873,584	1,332,045	(541,539)	(28.90%)
Vehicle repair & maint	933000	364,300	440,907	152,675	(288,232)	(65.37%)
Elevator & escalator maint	934010	580,000	429,328	633,107	203,779	47.46%
Airport - jet way maint	934040	100,000	83,300	30,605	(52,695)	(63.26%)
Interdepartmental serv - maint	934050	1,600,000	1,278,655	1,446,946	168,291	13.16%
Building rental	941000	57,204	43,443	37,500	(5,943)	(13.68%)
Bldg/equipment rental	942000	521,220	90,648	495,395	404,747	446.50%
Equipment rental - cost	942001	0	0	0	0	
Vehicle rental	942010	22,500	17,910	47,748	29,838	166.60%
Equipment rental - elf	942100	100,000	426,913	111,859	(315,054)	(73.80%)
Education allowance	960000	29,750	23,449	4,135	(19,314)	(82.37%)
In-service training	960010	194,880	133,764	126,303	(7,461)	(5.58%)
Misc operating	961000	2,500	2,083	3,212	1,129	54.18%
Utility sales tax	961010	180,000	166,600	145,971	(20,629)	(12.38%)
Depreciation expense	968000	0	0	27,608,363	27,608,363	
Land	971000	4,450,000	7,122,983	0	(7,122,983)	(100.00%)
Building additions & improv	976000	626,600	559,227	446,109	(113,118)	(20.23%)
Equipment - shop	977000	136,200	119,286	32,497	(86,789)	(72.76%)
Machinery & equipment	978000	1,861,600	1,248,493	1,015,639	(232,854)	(18.65%)
Cars & trucks	978010	3,403,500	1,726,809	321,728	(1,405,081)	(81.37%)
Office equip & furnishings	979000	227,750	112,915	207,236	94,321	83.53%
Software purchase	981000	154,800	14,161	(7,194)	(21,355)	(150.80%)
Books	982000	8,300	6,831	6,293	(538)	(7.88%)
Capitalization of assets	989000	0	0	(1,577,101)	(1,577,101)	
Debt service interest	995000	0	0	(2,627,103)	(2,627,103)	
Debt service interest - sub 86	995023	0	0	0	0	
Debt service interest - sub OA	995024	3,114,813	1,571,465	2,619,108	1,047,643	66.67%
Debt service interest - sub OB	995025	1,630,380	827,990	1,379,983	551,993	66.67%
Debt service interest - sub 1A	995026	192,100	108,098	180,163	72,065	66.67%
Debt service interest - sub 1B	995027	2,586,784	1,304,219	2,173,699	869,480	66.67%
Debt service interest - sub 93A	995028	698,673	354,114	590,190	236,076	66.67%
Debt service interest - sub 93B	995029	3,736,590	1,885,358	3,142,263	1,256,905	66.67%
Debt service interest - sub 93C	995030	3,051,403	1,530,263	2,550,438	1,020,175	66.67%
Debt service interest - 94A	995031	2,118,756	1,116,438	1,860,730	744,292	66.67%
Debt service interest - 94B	995032	1,040,604	567,427	945,712	378,285	66.67%
Debt service interest - 96A	995033	3,624,701	1,839,994	3,097,496	1,257,502	68.34%
Debt service interest - 96B	995034	3,624,701	1,839,994	3,084,987	1,244,993	67.66%
Debt service interest - 98A	995035	0	0	10,285,719	10,285,719	
Debt service interest - 98B	995036	0	0	1,901,696	1,901,696	
Paying agent fees	996000	250,000	99,960	145,320	45,360	45.38%
Amort of discount to public	996120	0	0	0	0	
Bond discount/issuance costs	996130	0	0	0	0	
Intrafund transfers out	999980	(234,093,014)	(5,514,893)	0	5,514,893	100.00%
Trans - debt serv require	999986	770,000	(12,401,960)	0	12,401,960	100.00%
Total		<u>\$ 249,143,448</u>	<u>\$ 207,214,308</u>	<u>\$ 142,370,678</u>	<u>\$ (64,843,630)</u>	<u>(31.29%)</u>

\* Wayne County changed its fiscal year-end. Therefore, fiscal year 1997-98 was a 10-month fiscal period.

Fiscal Year 1996-97	Fiscal Year 1996-97	Fiscal Year 1996-97	Fiscal Year 1996-97	Fiscal Year 1995-96	Fiscal Year 1995-96	Fiscal Year 1995-96	Fiscal Year 1995-96
Budget	Actual	Dollar Change Over (Under)	Percentage Change	Budget	Actual	Dollar Change Over (Under)	Percentage Change
\$ 1,300,000	\$ 1,312,877	\$ 12,877	0.99%	\$ 1,575,000	\$ 1,299,713	\$ (275,287)	(17.48%)
431,850	1,727,371	1,295,521	299.99%	381,150	1,305,938	924,788	242.63%
0	879	879		151,680	6,443	(145,237)	(95.75%)
199,500	137,897	(61,603)	(30.88%)	199,500	154,093	(45,407)	(22.76%)
70,000	9,635	(60,365)	(86.24%)	3,000	34,774	31,774	1,059.14%
24,329	17,531	(6,798)	(27.94%)	24,015	46,142	22,127	92.14%
25,000	13,091	(11,909)	(47.64%)	35,000	19,650	(15,350)	(43.86%)
1,479,500	1,104,225	(375,275)	(25.36%)	1,374,834	1,132,901	(241,933)	(17.60%)
429,227	194,569	(234,658)	(54.67%)	48,000	149,827	101,827	212.14%
340,315	569,383	229,068	67.31%	350,000	493,857	143,857	41.10%
75,000	99,615	24,615	32.82%	100,000	64,645	(35,355)	(35.35%)
2,171,690	1,581,795	(589,895)	(27.16%)	1,721,690	1,471,749	(249,941)	(14.52%)
52,152	37,500	(14,652)	(28.09%)	52,152	37,500	(14,652)	(28.09%)
631,660	524,099	(107,561)	(17.03%)	154,153	528,585	374,432	242.90%
0	1,144	1,144		0	0	0	
11,000	26,122	15,122	137.48%	11,000	47,806	36,806	334.60%
360,000	161,738	(198,262)	(55.07%)	433,125	195,786	(237,339)	(54.80%)
19,748	640	(19,108)	(96.76%)	269,575	790	(268,785)	(99.71%)
99,243	96,569	(2,674)	(2.69%)	49,183	76,143	26,960	54.81%
2,500	0	(2,500)	(100.00%)	2,700	0	(2,700)	(100.00%)
144,375	158,593	14,218	9.85%	144,375	179,031	34,656	24.00%
0	32,050,895	32,050,895		0	30,849,042	30,849,042	
17,769,000	0	(17,769,000)	(100.00%)	5,250,000	0	(5,250,000)	(100.00%)
5,955,621	524,085	(5,431,536)	(91.20%)	217,178,100	2,008,324	(215,169,776)	(99.08%)
33,000	3,766	(29,234)	(88.59%)	25,000	6,379	(18,622)	(74.49%)
1,883,705	795,121	(1,088,584)	(57.79%)	2,842,017	418,687	(2,423,330)	(85.27%)
476,210	1,145,123	668,913	140.47%	1,084,000	32,406	(1,051,594)	(97.01%)
100,860	337,906	237,046	235.03%	301,732	175,399	(126,333)	(41.87%)
10,750	30,963	20,213	188.03%	10,665	2,801	(7,864)	(73.73%)
9,755	8,882	(873)	(8.95%)	24,570	17,228	(7,342)	(29.88%)
(243,868,500)	(2,281,916)	241,586,584	99.06%	(220,988,949)	(632,871)	220,356,078	99.71%
0	(2,003,867)	(2,003,867)		0	(10,253,084)	(10,253,084)	
10,732,433	0	(10,732,433)	(100.00%)	10,946,789	11,108,833	162,044	1.48%
3,219,070	3,194,950	(24,120)	(0.75%)	3,265,465	3,243,190	(22,275)	(0.68%)
1,725,554	1,703,545	(22,009)	(1.28%)	1,768,000	1,747,565	(20,435)	(1.16%)
281,194	260,895	(20,299)	(7.22%)	320,448	301,495	(18,953)	(5.91%)
2,666,775	2,648,339	(18,436)	(0.69%)	2,702,171	2,685,214	(16,957)	(0.63%)
729,386	805,686	76,300	10.46%	735,298	811,926	76,628	10.42%
3,863,924	3,834,675	(29,249)	(0.76%)	3,893,175	3,893,175	0	0.00%
3,084,897	3,346,710	261,813	8.49%	3,099,198	3,361,880	262,682	8.48%
2,590,501	2,503,512	(86,989)	(3.36%)	2,818,101	2,729,308	(88,793)	(3.15%)
1,316,728	1,316,729	1		1,316,729	1,316,729	0	
0	3,724,782	3,724,782		0	336,788	336,788	
0	3,696,067	3,696,067		0	336,788	336,788	
0	0	0		0	0	0	
0	0	0		0	0	0	
120,000	186,030	66,030	55.02%	0	90,341	90,341	
312,500	0	(312,500)	(100.00%)	312,500	0	(312,500)	(100.00%)
312,500	1,158,038	845,538	270.57%	312,500	1,537,247	1,224,747	391.92%
64,379,399	0	(64,379,399)	(100.00%)	53,260,372	0	(53,260,372)	(100.00%)
1,375,356	0	(1,375,356)	(100.00%)	0	0	0	
<u>\$ 231,298,109</u>	<u>\$ 147,367,107</u>	<u>\$ (83,931,002)</u>	<u>(36.29%)</u>	<u>\$ 295,767,450</u>	<u>\$ 143,766,538</u>	<u>\$ (152,000,912)</u>	<u>(51.39%)</u>

**DETROIT METROPOLITAN WAYNE COUNTY AIRPORT**  
Comparison of Significant Fluctuations\* in Budgeted and Actual Expenses  
Accounts in Which Actual Expenses Exceeded Budgeted Expenses  
Fiscal Year 1997-98\*\*

Account Name	Account Number	Budget Amount	Actual Amount	Dollar Difference	Percentage Difference
Salaries - retroactive	702001	\$ 0	\$ 650,636	\$ 650,636	
Salaries - specialty	702005	\$ 21,658	\$ 49,034	\$ 27,376	126.40%
Overtime	706000	\$ 1,917,212	\$ 3,491,340	\$ 1,574,128	82.11%
Miscellaneous premium pay	707060	\$ 68,348	\$ 109,299	\$ 40,951	59.92%
Other fringe benefits - employees	719100	\$ 22,658	\$ 917,355	\$ 894,697	3,948.70%
Vehicle supplies	741000	\$ 49,231	\$ 235,892	\$ 186,661	379.15%
Janitorial supplies	776000	\$ 7,164	\$ 70,947	\$ 63,783	890.33%
Agricultural & landscaping supplies	778010	\$ 4,165	\$ 68,398	\$ 64,233	1,542.21%
Info service chargeback	815180	\$ 44,149	\$ 327,928	\$ 283,779	642.78%
Corporation counsel chargeback	815700	\$ 0	\$ 416,991	\$ 416,991	
Shuttle bus service	817070	\$ 1,249,500	\$ 1,676,083	\$ 426,583	34.14%
Local/LD telephone chargeback	851001	\$ 328,335	\$ 534,803	\$ 206,468	62.88%
Tel/cabling projects chargeback	851004	\$ 0	\$ 20,626	\$ 20,626	
Utilities - water & sewage	921040	\$ 833,000	\$ 2,711,569	\$ 1,878,569	225.52%
Buildings repair & maint	931000	\$ 167,850	\$ 255,571	\$ 87,721	52.26%
Maint repairs - roads & appurtenances	931010	\$ 58,310	\$ 87,026	\$ 28,716	49.25%
Maint repairs - NOC	931040	\$ 20,825	\$ 44,407	\$ 23,582	113.24%
Elevator & escalator maint	934010	\$ 429,328	\$ 633,107	\$ 203,779	47.46%
Bldg/equipment rental	942000	\$ 90,648	\$ 495,395	\$ 404,747	446.50%
Vehicle rental	942010	\$ 17,910	\$ 47,748	\$ 29,838	166.60%
Depreciation expense	968000	\$ 0	\$ 27,608,363	\$ 27,608,363	
Office equip & furnishings	979000	\$ 112,915	\$ 207,236	\$ 94,321	83.53%
Debt service interest - sub OA	995024	\$ 1,571,465	\$ 2,619,108	\$ 1,047,643	66.67%
Debt service interest - sub OB	995025	\$ 827,990	\$ 1,379,983	\$ 551,993	66.67%
Debt service interest - sub 1A	995026	\$ 108,098	\$ 180,163	\$ 72,065	66.67%
Debt service interest - sub 1B	995027	\$ 1,304,219	\$ 2,173,699	\$ 869,480	66.67%
Debt service interest - sub 93A	995028	\$ 354,114	\$ 590,190	\$ 236,076	66.67%
Debt service interest - sub 93B	995029	\$ 1,885,358	\$ 3,142,263	\$ 1,256,905	66.67%
Debt service interest - sub 93C	995030	\$ 1,530,263	\$ 2,550,438	\$ 1,020,175	66.67%
Debt service interest - 94A	995031	\$ 1,116,438	\$ 1,860,730	\$ 744,292	66.67%
Debt service interest - 94B	995032	\$ 567,427	\$ 945,712	\$ 378,285	66.67%
Debt service interest - 96A	995033	\$ 1,839,994	\$ 3,097,496	\$ 1,257,502	68.34%
Debt service interest - 96B	995034	\$ 1,839,994	\$ 3,084,987	\$ 1,244,993	67.66%
Debt service interest - 98A	995035	\$ 0	\$ 10,285,719	\$ 10,285,719	
Debt service interest - 98B	995036	\$ 0	\$ 1,901,696	\$ 1,901,696	
Paying agent fees	996000	\$ 99,960	\$ 145,320	\$ 45,360	45.38%
Intrafund transfer out	999980	\$ (5,514,893)	\$ 0	\$ 5,514,893	100.00%
Trans - debt serv require	999986	\$ (12,401,960)	\$ 0	\$ 12,401,960	100.00%

\* Fluctuations in this exhibit exceed \$20,000 and 30% of the budget.

\*\* Wayne County changed its fiscal year-end. Therefore, fiscal year 1997-98 was a 10-month fiscal period.



DETROIT METROPOLITAN WAYNE COUNTY AIRPORT  
Comparison of Significant Fluctuations\* in Budgeted and Actual Expenses  
Accounts in Which Budgeted Expenses Exceeded Actual Expenses  
~~Fiscal Year 1997-98\*\*~~

Account Name	Account Number	Budget Amount	Actual Amount	Dollar Difference	Percentage Difference
Temp salaries & wages	705000	\$ 208,250	\$ 42,802	\$ (165,448)	(79.45%)
Payment of accum S/L	710000	\$ 311,666	\$ 59,429	\$ (252,237)	(80.93%)
Payment of accum A/L	711000	\$ 446,656	\$ 65,485	\$ (381,171)	(85.34%)
Computer supplies	727000	\$ 40,817	\$ (4,990)	\$ (45,807)	(112.23%)
Printing & binding	728000	\$ 158,187	\$ 29,294	\$ (128,893)	(81.48%)
Postage	729000	\$ 40,067	\$ 15,401	\$ (24,666)	(61.56%)
Clothing & dry goods	744000	\$ 176,930	\$ 68,385	\$ (108,545)	(61.35%)
Laundry	749000	\$ 66,557	\$ 8,865	\$ (57,692)	(86.68%)
Bulk chemicals	760000	\$ 999,600	\$ 292,806	\$ (706,794)	(70.71%)
Supplies - roads & appurtenances	778000	\$ 416,500	\$ 112,440	\$ (304,060)	(73.00%)
Miscellaneous fees	804000	\$ 670,149	\$ 99,254	\$ (570,895)	(85.19%)
Engineering services	812000	\$ 20,825	\$ 0	\$ (20,825)	(100.00%)
Auditing & acctg service	813000	\$ 583,100	\$ 0	\$ (583,100)	(100.00%)
Miscellaneous prof service	815000	\$ 19,926,360	\$ 995,790	\$ (18,930,570)	(95.00%)
Pre-employment physicals	815060	\$ 5,248	\$ 1,845	\$ (3,403)	(64.84%)
Indirect cost - exp	815300	\$ 1,031,147	\$ 392,243	\$ (638,904)	(61.96%)
Snow removal services	817050	\$ 414,001	\$ 0	\$ (414,001)	(100.00%)
Airport construction contracts	818090	\$ 99,109,507	\$ 905,028	\$ (98,204,479)	(99.09%)
Telephone & telegraph	851000	\$ 31,466	\$ 2,248	\$ (29,218)	(92.86%)
AT&T leased equip chargeback	851005	\$ 38,553	\$ 9,636	\$ (28,917)	(75.01%)
Data circuits chargeback	851006	\$ 92,998	\$ 56,341	\$ (36,657)	(39.42%)
Insurance liability	911020	\$ 674,730	\$ 0	\$ (674,730)	(100.00%)
Liability payments	911140	\$ 1,666,000	\$ 819,224	\$ (846,776)	(50.83%)
Vehicle repair & maint	933000	\$ 440,907	\$ 152,675	\$ (288,232)	(65.37%)
Airport - jet way maint	934040	\$ 83,300	\$ 30,605	\$ (52,695)	(63.26%)
Equipment rental - elf	942100	\$ 426,913	\$ 111,859	\$ (315,054)	(73.80%)
Land	971000	\$ 7,122,983	\$ 0	\$ (7,122,983)	(100.00%)
Equipment - shop	977000	\$ 119,286	\$ 32,497	\$ (86,789)	(72.76%)
Cars & trucks	978010	\$ 1,726,809	\$ 321,728	\$ (1,405,081)	(81.37%)
Software purchase	981000	\$ 14,161	\$ (7,194)	\$ (21,355)	(150.80%)
Capitalization of assets	989000	\$ 0	\$ (1,577,101)	\$ (1,577,101)	
Debt service interest	995000	\$ 0	\$ (2,627,103)	\$ (2,627,103)	

\* Fluctuations in this exhibit exceed \$20,000 and 30% of the budget.

\*\* Wayne County changed its fiscal year-end. Therefore, fiscal year 1997-98 was a 10-month fiscal period.

**DETROIT METROPOLITAN WAYNE COUNTY AIRPORT**  
Comparison of Significant Fluctuations\* in Budgeted and Actual Expenses  
Accounts in Which Actual Expenses Exceeded Budgeted Expenses  
Fiscal Year 1996-97

Account Name	Account Number	Budget Amount	Actual Amount	Dollar Difference	Percentage Difference
Salaries - retroactive	702000	\$ 128,106	\$ 719,396	\$ 591,290	461.56%
Salaries - specialty	702005	\$ 31,440	\$ 56,990	\$ 25,550	81.27%
Overtime	706000	\$ 2,067,921	\$ 3,085,653	\$ 1,017,732	49.22%
Other fringe benefits - employees	719100	\$ 0	\$ 441,296	\$ 441,296	
Vehicle supplies	741000	\$ 58,213	\$ 176,708	\$ 118,495	203.55%
Materials and parts - shop equipment	741010	\$ 25,000	\$ 76,849	\$ 51,849	207.40%
Lubricants & motor fuels	747000	\$ 401,500	\$ 482,347	\$ 80,847	20.14%
Janitorial supplies	776000	\$ 12,538	\$ 94,139	\$ 81,601	650.83%
Small tools	777010	\$ 102,804	\$ 132,943	\$ 30,139	29.32%
Supplies - roads & appurtenances	778000	\$ 500,000	\$ 796,496	\$ 296,496	59.30%
Info service chargeback	815180	\$ 33,500	\$ 557,940	\$ 524,440	1,565.49%
Data systems development	815600	\$ 0	\$ 356,841	\$ 356,841	
Corporation counsel chargeback	815700	\$ 0	\$ 1,196,131	\$ 1,196,131	
Security guards	817040	\$ 1,232,616	\$ 1,492,857	\$ 260,241	21.11%
Door control maintenance	819020	\$ 140,507	\$ 186,708	\$ 46,201	32.88%
Local/LD telephone chargeback	851001	\$ 252,550	\$ 372,696	\$ 120,146	47.57%
Tel/cabling projects chargeback	851004	\$ 0	\$ 93,388	\$ 93,388	
Insurance & bonds	911000	\$ 659,303	\$ 1,224,912	\$ 565,609	85.79%
Liability payments	911140	\$ 151,680	\$ 289,200	\$ 137,520	90.66%
Utilities - water & sewage	921040	\$ 431,850	\$ 1,727,371	\$ 1,295,521	299.99%
Elevator & escalator maint	934010	\$ 340,315	\$ 569,383	\$ 229,068	67.31%
Airport - jet way maint	934040	\$ 75,000	\$ 99,615	\$ 24,615	32.82%
Depreciation expense	968000	\$ 0	\$ 32,050,895	\$ 32,050,895	
Cars & trucks	978010	\$ 476,210	\$ 1,145,123	\$ 668,913	140.47%
Office equip & furnishings	979000	\$ 100,860	\$ 337,906	\$ 237,046	235.02%
Software purchase	981000	\$ 10,750	\$ 30,963	\$ 20,213	188.03%
Capitalization of assets	989000	\$ (243,868,500)	\$ (2,281,916)	\$ 241,586,584	99.06%
Debt service interest - sub 96A	995033	\$ 0	\$ 3,724,782	\$ 3,724,782	
Debt service interest - sub 96B	995034	\$ 0	\$ 3,696,067	\$ 3,696,067	
Paying agent fees	996000	\$ 120,000	\$ 186,030	\$ 66,030	55.03%
Bond discount/issuance costs	996130	\$ 312,500	\$ 1,158,038	\$ 845,538	270.57%

\* Fluctuations in this exhibit exceed \$20,000 and 30% of the budget.

**DETROIT METROPOLITAN WAYNE COUNTY AIRPORT**  
Comparison of Significant Fluctuations\* in Budgeted and Actual Expenses  
Accounts in Which Budgeted Expenses Exceeded Actual Expenses  
~~Fiscal Year 1996-97~~

Account Name	Account Number	Budget Amount	Actual Amount	Dollar Difference	Percentage Difference
Temp salaries & wages	705000	\$ 262,038	\$ 92,561	\$ (169,477)	(64.68%)
Holiday premium pay	707050	\$ 306,020	\$ 229,820	\$ (76,200)	(24.90%)
Miscellaneous premium pay	707060	\$ 156,521	\$ 80,521	\$ (76,000)	(48.56%)
Hospitalization insurance	716000	\$ 7,008,016	\$ 5,542,572	\$ (1,465,444)	(20.91%)
Worker's comp - payroll	721000	\$ 1,296,400	\$ 812,868	\$ (483,532)	(37.30%)
Printing & binding	728000	\$ 107,506	\$ 41,917	\$ (65,589)	(61.01%)
Miscellaneous supplies	738000	\$ 194,509	\$ 92,028	\$ (102,481)	(52.69%)
Tires & tubes - general supplies	741020	\$ 110,000	\$ 61,662	\$ (48,338)	(43.94%)
Parts - other equipment	745000	\$ 1,607,160	\$ 1,154,541	\$ (452,619)	(28.16%)
Clothing allowance	746010	\$ 203,250	\$ 128,356	\$ (74,894)	(36.85%)
Laundry	749000	\$ 50,847	\$ 10,008	\$ (40,839)	(80.32%)
Bulk chemicals	760000	\$ 900,000	\$ 584,471	\$ (315,529)	(35.06%)
Medical supplies	761000	\$ 50,100	\$ 29,335	\$ (20,765)	(41.45%)
Miscellaneous fees	804000	\$ 202,430	\$ 58,596	\$ (143,834)	(71.05%)
Miscellaneous prof service	815000	\$ 11,704,700	\$ 945,093	\$ (10,759,607)	(91.93%)
Administrative costs - DPS	815099	\$ 1,000,000	\$ 0	\$ (1,000,000)	(100.00%)
Engineering services	815150	\$ 29,184,500	\$ 21,860	\$ (29,162,640)	(99.93%)
Telecomm/automation costs	815400	\$ 71,233	\$ 23,903	\$ (47,330)	(66.44%)
M & B - finance	815500	\$ 780,400	\$ 575,826	\$ (204,574)	(26.21%)
Misc contractual service	817000	\$ 1,123,955	\$ 0	\$ (1,123,955)	(100.00%)
Snow removal services	817050	\$ 497,000	\$ 5,006	\$ (491,994)	(98.99%)
Airport construction contracts	818090	\$ 221,606,000	\$ 857,771	\$ (220,748,229)	(99.61%)
Telephone & telegraph	851000	\$ 35,774	\$ 14,578	\$ (21,196)	(59.25%)
AT&T leased equip chargeback	851005	\$ 103,000	\$ 51,791	\$ (51,209)	(49.72%)
Insurance liability	911020	\$ 1,429,000	\$ 15,282	\$ (1,413,718)	(98.93%)
Buildings repair & maint	931000	\$ 199,500	\$ 137,897	\$ (61,603)	(30.88%)
Maint repairs - roads & appurtenances	931010	\$ 70,000	\$ 9,635	\$ (60,365)	(86.24%)
Equipment repair & maint	932000	\$ 1,479,500	\$ 1,104,225	\$ (375,275)	(25.36%)
Vehicle repair & maint	933000	\$ 429,227	\$ 194,569	\$ (234,658)	(54.67%)
Interdepartmental service - maint	934050	\$ 2,171,690	\$ 1,581,795	\$ (589,895)	(27.16%)
Equipment rental - elf	942100	\$ 360,000	\$ 161,738	\$ (198,262)	(55.07%)
Land	971000	\$ 17,769,000	\$ 0	\$ (17,769,000)	(100.00%)
Building additions & improv	976000	\$ 5,955,621	\$ 524,085	\$ (5,431,536)	(91.20%)
Equipment - shop	977000	\$ 33,000	\$ 3,766	\$ (29,234)	(88.59%)
Machinery & equipment	978000	\$ 1,883,705	\$ 795,121	\$ (1,088,584)	(57.79%)
Debt service interest	995000	\$ 0	\$ (2,003,867)	\$ (2,003,867)	
Debt service interest - sub 86	995023	\$ 10,732,433	\$ 0	\$ (10,732,433)	(100.00%)
Amort of discount to public	996120	\$ 312,500	\$ 0	\$ (312,500)	(100.00%)
Intrafund transfer out	999980	\$ 64,379,399	\$ 0	\$ (64,379,399)	(100.00%)
Trans - debt serv require	999986	\$ 1,375,356	\$ 0	\$ (1,375,356)	(100.00%)

\* Fluctuations in this exhibit exceed \$20,000 and 30% of the budget.

**DETROIT METROPOLITAN WAYNE COUNTY AIRPORT**  
Comparison of Significant Fluctuations\* in Budgeted and Actual Expenses  
Accounts in Which Actual Expenses Exceeded Budgeted Expenses  
Fiscal Year 1995-96

Account Name	Account Number	Budget Amount	Actual Amount	Dollar Difference	Percentage Difference
Salaries - retroactive	702001	\$ 0	\$ 413,669	\$ 413,669	
Salaries - specialty	702005	\$ 0	\$ 49,929	\$ 49,929	
Overtime meal allowance	707000	\$ 0	\$ 23,417	\$ 23,417	
Afternoon/night shift diff	707010	\$ 19,280	\$ 199,183	\$ 179,903	933.11%
Sat/Sun shift diff	707020	\$ 5,496	\$ 50,283	\$ 44,787	814.90%
Holiday premium pay	707050	\$ 169,020	\$ 235,669	\$ 66,649	39.43%
Payment of accum S/L	710000	\$ 16,650	\$ 299,042	\$ 282,392	1,696.05%
Payment of accum A/L	711000	\$ 76,000	\$ 426,289	\$ 350,289	460.91%
Other fringe benefits - employees	719100	\$ 0	\$ 98,787	\$ 98,787	
Worker's comp - payroll	721000	\$ 957,708	\$ 2,031,693	\$ 1,073,985	112.14%
Clothing & dry goods	744000	\$ 142,383	\$ 200,556	\$ 58,173	40.86%
Lubricants & motor fuels	747000	\$ 99,780	\$ 396,046	\$ 296,266	296.92%
Supplies - roads & appurtenances	778000	\$ 485,000	\$ 787,854	\$ 302,854	62.44%
Indirect cost - exp	815300	\$ 795,653	\$ 1,501,520	\$ 705,867	88.72%
Telecomm/automation costs	815400	\$ 0	\$ 29,110	\$ 29,110	
Misc contractual service	817000	\$ 689,355	\$ 2,379,154	\$ 1,689,799	245.13%
Travel local/auto mileage	861240	\$ 15,202	\$ 119,390	\$ 104,188	685.36%
Insurance & bonds	911000	\$ 27,131	\$ 657,710	\$ 630,579	2,324.20%
Liability payments	911140	\$ 0	\$ 1,425,497	\$ 1,425,497	
Utilities - water & sewage	921040	\$ 381,150	\$ 1,305,938	\$ 924,788	242.63%
Maint repairs - roads & appurtenances	931010	\$ 3,000	\$ 34,774	\$ 31,774	1,059.13%
Maint repairs - office equip	931030	\$ 24,015	\$ 46,142	\$ 22,127	92.14%
Vehicle repair & maint	933000	\$ 48,000	\$ 149,827	\$ 101,827	212.14%
Elevator & escalator maint	934010	\$ 350,000	\$ 493,857	\$ 143,857	41.10%
Bldg/equipment rental	942000	\$ 154,153	\$ 528,585	\$ 374,432	242.90%
Vehicle rental	942010	\$ 11,000	\$ 47,806	\$ 36,806	334.60%
In-service training	960010	\$ 49,183	\$ 76,143	\$ 26,960	54.82%
Depreciation expense	968000	\$ 0	\$ 30,849,042	\$ 30,849,042	
Capitalization of assets	989000	\$ (220,988,949)	\$ (632,871)	\$ 220,356,078	99.71%
Debt service interest - 96A	995033	\$ 0	\$ 336,788	\$ 336,788	
Debt service interest - 96B	995034	\$ 0	\$ 336,788	\$ 336,788	
Paying agent fees	996000	\$ 0	\$ 90,341	\$ 90,341	
Bond discount/issuance costs	996130	\$ 312,500	\$ 1,537,247	\$ 1,224,747	391.92%

\* Fluctuations in this exhibit exceed \$20,000 and 30% of the budget.

**DETROIT METROPOLITAN WAYNE COUNTY AIRPORT**  
Comparison of Significant Fluctuations\* in Budgeted and Actual Expenses  
Accounts in Which Budgeted Expenses Exceeded Actual Expenses  
~~Fiscal Year 1995-96~~

Account Name	Account Number	Budget Amount	Actual Amount	Dollar Difference	Percentage Difference
Temp salaries & wages	705000	\$ 150,000	\$ 100,108	\$ (49,892)	(33.26%)
Miscellaneous premium pay	707060	\$ 181,840	\$ 75,148	\$ (106,692)	(58.67%)
Computer supplies	727000	\$ 61,915	\$ 33,723	\$ (28,192)	(45.53%)
Printing & binding	728000	\$ 105,441	\$ 60,662	\$ (44,779)	(42.47%)
Miscellaneous supplies	738000	\$ 258,220	\$ 144,877	\$ (113,343)	(43.89%)
Vehicle supplies	741000	\$ 183,560	\$ 59,250	\$ (124,310)	(67.72%)
Clothing allowance	746010	\$ 187,150	\$ 110,256	\$ (76,894)	(41.09%)
Laundry	749000	\$ 50,193	\$ 9,905	\$ (40,288)	(80.27%)
Bulk chemicals	760000	\$ 1,139,000	\$ 634,336	\$ (504,664)	(44.31%)
Janitorial supplies	776000	\$ 205,100	\$ 97,089	\$ (108,011)	(52.66%)
Supplies - property repair	777000	\$ 1,018,500	\$ 746,894	\$ (271,606)	(26.67%)
Miscellaneous fees	804000	\$ 202,430	\$ 140,054	\$ (62,376)	(30.81%)
Miscellaneous prof service	815000	\$ 4,920,371	\$ 943,381	\$ (3,976,990)	(80.83%)
Administrative costs - DPS	815099	\$ 3,003,000	\$ 1,664,530	\$ (1,338,470)	(44.57%)
Engineering services	815150	\$ 0	\$ (989,062)	\$ (989,062)	
Central service chargeback	815200	\$ 1,319,615	\$ 706,172	\$ (613,443)	(46.49%)
Snow removal services	817050	\$ 471,968	\$ 0	\$ (471,968)	(100.00%)
Skilled trade services	817065	\$ 1,200,000	\$ 0	\$ (1,200,000)	(100.00%)
Airport construction contracts	818090	\$ 114,726,000	\$ 41,301	\$ (114,684,699)	(99.96%)
Insurance liability	911020	\$ 2,079,000	\$ 48,510	\$ (2,030,490)	(97.67%)
Utilities - coal/fuel oil	921060	\$ 151,680	\$ 6,443	\$ (145,237)	(95.75%)
Airport - jet way maint	934040	\$ 100,000	\$ 64,645	\$ (35,355)	(35.36%)
Equip rental - elf	942100	\$ 433,125	\$ 195,786	\$ (237,339)	(54.80%)
Education allowance	960000	\$ 269,575	\$ 790	\$ (268,785)	(99.71%)
Land	971000	\$ 5,250,000	\$ 0	\$ (5,250,000)	(100.00%)
Building additions & improv	976000	\$ 217,178,100	\$ 2,008,324	\$ (215,169,776)	(99.08%)
Machinery & equipment	978000	\$ 2,842,017	\$ 418,687	\$ (2,423,330)	(85.27%)
Cars & trucks	978010	\$ 1,084,000	\$ 32,406	\$ (1,051,594)	(97.01%)
Office equip & furnishings	979000	\$ 301,732	\$ 175,399	\$ (126,333)	(41.87%)
Debt service interest	995000	\$ 0	\$ (10,253,084)	\$ (10,253,084)	
Amort of discount to public	996120	\$ 312,500	\$ 0	\$ (312,500)	(100.00%)
Intrafund transfer out	999980	\$ 53,260,372	\$ 0	\$ (53,260,372)	(100.00%)

\* Fluctuations in this exhibit exceed \$20,000 and 30% of the budget.

**DETROIT METROPOLITAN WAYNE COUNTY AIRPORT**  
Comparison of Significant Fluctuations\* in Budgeted and Actual Expenses  
~~Examples of Actual Expenses Consistently Exceeding Budgeted Expenses~~

		Annualized***			
	Fiscal Year 1998-99**	Fiscal Year 1997-98	Fiscal Year 1996-97	Fiscal Year 1995-96	
<del>Salaries - specialty (702005)</del>					
Budget	\$ 183,000	\$ 25,990	\$ 31,440	\$ 0	
Actual		\$ 58,840	\$ 56,990	\$ 49,929	
<del>Other fringe benefits - employees (719100)</del>					
Budget	\$ 0	\$ 27,190	\$ 0	\$ 0	
Actual		\$ 1,100,826	\$ 441,296	\$ 441,296	
<del>Vehicle supplies (741000)</del>					
Budget	\$ 59,500	\$ 59,077	\$ 58,213	\$ 58,213	
Actual		\$ 283,071	\$ 176,708	\$ 58,213	
<del>Utilities - water &amp; sewage (921040)</del>					
Budget	\$ 1,000,000	\$ 999,600	\$ 431,850	\$ 381,150	
Actual		\$ 3,253,882	\$ 1,727,371	\$ 1,305,938	
<del>Elevator &amp; escalator maint (934010)</del>					
Budget	\$ 580,000	\$ 516,194	\$ 340,315	\$ 350,000	
Actual		\$ 759,728	\$ 569,383	\$ 493,857	

\* Fluctuations in this exhibit exceed \$20,000 and 30% of the budget.

\*\* Wayne County changed its fiscal year-end. Therefore, fiscal year 1997-98 was a 10-month fiscal period.

\*\*\* We used the 10-month fiscal period 1997-98 data and annualized it for comparison purposes.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT  
Comparison of Significant Fluctuations\* in Budgeted and Actual Expenses  
~~Examples of Budgeted Expenses Consistently Exceeding Actual Expenses~~

		Annualized***			
	Fiscal Year 1998-99**	Fiscal Year 1997-98	Fiscal Year 1996-97	Fiscal Year 1995-96	
<u>Temp salaries &amp; wages (705000)</u>					
Budget	\$ 250,000	\$ 249,900	\$ 262,038	\$ 150,000	
Actual		\$ 51,362	\$ 92,561	\$ 100,108	
<u>Printing &amp; binding (728000)</u>					
Budget	\$ 223,100	\$ 189,824	\$ 107,506	\$ 105,441	
Actual		\$ 35,152	\$ 41,917	\$ 60,662	
<u>Postage (729000)</u>					
Budget	\$ 57,750	\$ 48,080	\$ 31,021	\$ 31,421	
Actual		\$ 18,481	\$ 19,710	\$ 16,645	
<u>Miscellaneous supplies (738000)</u>					
Budget	\$ 358,300	\$ 337,265	\$ 194,509	\$ 258,220	
Actual		\$ 241,714	\$ 92,028	\$ 144,877	
<u>Laundry (749000)</u>					
Budget	\$ 34,900	\$ 79,868	\$ 50,847	\$ 50,193	
Actual		\$ 10,638	\$ 10,008	\$ 9,905	
<u>Bulk chemicals (760000)</u>					
Budget	\$ 1,200,000	\$ 1,199,520	\$ 900,000	\$ 1,139,000	
Actual		\$ 351,367	\$ 584,471	\$ 634,336	
<u>Miscellaneous fees (804000)</u>					
Budget	\$ 825,000	\$ 804,179	\$ 202,430	\$ 202,430	
Actual		\$ 119,105	\$ 58,596	\$ 140,054	
<u>Miscellaneous prof service (815000)</u>					
Budget	\$ 52,964,000	\$ 23,911,632	\$ 11,704,700	\$ 4,920,371	
Actual		\$ 1,194,948	\$ 945,093	\$ 943,381	

*This schedule continued on next page.*

~~DETROIT METROPOLITAN WAYNE COUNTY AIRPORT~~  
Comparison of Significant Fluctuations\* in Budgeted and Actual Expenses  
~~Examples of Budgeted Expenses Consistently Exceeding Actual Expenses~~  
Continued

		Annualized***		
	Fiscal Year 1998-99**	Fiscal Year 1997-98	Fiscal Year 1996-97	Fiscal Year 1995-96
<del>Airport construction contracts (818090)</del>				
Budget	\$ 288,469,000	\$ 118,931,408	\$ 221,606,000	\$ 114,726,000
Actual		\$ 1,086,034	\$ 857,771	\$ 41,301
<del>Insurance liability (911020)</del>				
Budget	\$ 770,000	\$ 809,676	\$ 1,429,000	\$ 2,079,000
Actual		\$ 0	\$ 15,282	\$ 48,510
<del>Equipment repair &amp; maint (932000)</del>				
Budget	\$ 2,486,300	\$ 2,248,301	\$ 1,479,500	\$ 1,374,834
Actual		\$ 1,598,454	\$ 1,104,225	\$ 1,132,901
<del>Equipment rental - elf (942100)</del>				
Budget	\$ 100,000	\$ 512,296	\$ 360,000	\$ 433,125
Actual		\$ 134,231	\$ 161,738	\$ 195,786
<del>Education allowance (960000)</del>				
Budget	\$ 29,750	\$ 28,139	\$ 19,748	\$ 269,575
Actual		\$ 4,962	\$ 640	\$ 790
<del>Land (971000)</del>				
Budget	\$ 4,450,000	\$ 8,547,580	\$ 17,769,000	\$ 5,250,000
Actual		\$ 0	\$ 0	\$ 0
<del>Equipment - shop (977000)</del>				
Budget	\$ 136,200	\$ 143,143	\$ 33,000	\$ 25,000
Actual		\$ 38,997	\$ 3,766	\$ 6,379

\* Fluctuations in this exhibit exceed \$20,000 and 30% of the budget.

\*\* Wayne County changed its fiscal year-end. Therefore, fiscal year 1997-98 was a 10-month fiscal period.

\*\*\* We used the 10-month fiscal period 1997-98 data and annualized it for comparison purposes.



DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Expenses by Fund and Activity

~~Fiscal Year 1997-98~~

<u>Fund/Activity</u>	<u>Budgeted Expenses (1)</u>	<u>Actual Expenses (1)</u>	<u>Variance Over (Under)</u>	<u>Revised Actual Expenses (2 &amp; 3)</u>	<u>Revised Variance Over (Under) (2 &amp; 3)</u>
Airport Bond Fund					
Debt service (4)	\$ 543,400	\$ 761,233,135	\$ 760,689,735	\$ 31,185,081	\$ 30,641,681
Airport Construction Fund					
Airport (4)	68,344,318	(740,915,847)	(809,260,165)	26,031,897	(42,312,421)
Airport bond and construction	1,582,700	(10,666,841)	(12,249,541)	940,125	(642,575)
Metropolitan Airport Fund					
Central communications	1,831,786	1,533,679	(298,107)	1,533,679	(298,107)
Airport (coded as 970)	0	574,630 (5)	574,630	0 (5)	0
Airport (coded as 971)	129,508,366	130,596,055	1,087,689	82,664,031 (5)	(46,844,335)
Firearms training facility	0	15,867	15,867	15,867	15,867
Airport bond and construction	5,403,738	0	(5,403,738)	0	(5,403,738)
Totals	<u>\$ 207,214,308</u>	<u>\$ 142,370,678</u>	<u>\$ (64,843,630)</u>	<u>\$ 142,370,680</u>	<u>\$ (64,843,628)</u>

Note 1: Source: Official budget for Wayne County.

Note 2: Source: Division of Airport Finance.

Note 3: Revised actual expenses are net of intrafund transfers.

Note 4: The Airport stated that, in 1998, the 1998A and B bonds were issued that created a multitude of accounting entries to record the transaction. A large portion of the related accounting entries used the intrafund transfer line item to record the transactions that led to the apparent excessive expenses.

Note 5: The Airport stated that, in 1998, the expenses of \$574,630 for "Airport (coded as 970)" are related to expenses charged to specific division budgets as the Airport was in the early stages of separating Airport activity into divisions. For comparison purposes, the expenses should be added to "Airport (coded as 971)." The Airport stated that this would match the expenses to where the funds were budgeted.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Expenses by Fund and Activity

Fiscal Year 1996-97

<u>Fund/Activity</u>	<u>Budgeted Expenses (1)</u>	<u>Actual Expenses (1)</u>	<u>Variance Over (Under)</u>	<u>Revised Actual Expenses (2 &amp; 3)</u>	<u>Revised Variance Over (Under) (2 &amp; 3)</u>
Airport Bond Fund					
Debt service	\$ 31,585,818	\$ (14,199,163)	\$ (45,784,981)	\$ 27,035,888	\$ (4,549,930)
Airport Construction Fund					
Airport	40,304,500	28,738,713	(11,565,787)	28,944,665	(11,359,835)
Airport bond and construction	1,577,500	(4,424,361)	(6,001,861)	1,137,674	(439,826)
Metropolitan Airport Fund					
Central communications	2,150,990	1,712,431	(438,559)	1,712,431	(438,559)
Airport (coded as 970)	147,980,000	134,565,160	(13,414,840)	88,536,449 (4)	(59,443,551)
Airport (coded as 971)	0	974,327 (4)	974,327	0 (4)	0
Airport bond and construction	7,699,301	0	(7,699,301)	0	(7,699,301)
Totals	<u>\$ 231,298,109</u>	<u>\$ 147,367,107</u>	<u>\$ (83,931,002)</u>	<u>\$ 147,367,107</u>	<u>\$ (83,931,002)</u>

Note 1: Source: Official budget for Wayne County.

Note 2: Source: Division of Airport Finance.

Note 3: Revised actual expenses are net of intrafund transfers.

Note 4: The Airport stated that, in 1997, the expenses of \$974,327 for "Airport (coded as 971)" are related to expenses charged to specific division budgets as the Airport was in the early stages of separating Airport activity into divisions. For comparison purposes, the expenses should be added to "Airport (coded as 970)." The Airport stated that this would match the expenses to where the funds were budgeted.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Expenses by Fund and Activity

Fiscal Year 1995-96

<u>Fund/Activity</u>	<u>Budgeted Expenses (1)</u>	<u>Actual Expenses (1)</u>	<u>Variance Over (Under)</u>	<u>Revised Actual Expenses (2 &amp; 3)</u>	<u>Revised Variance Over (Under) (2 &amp; 3)</u>
Airport Bond Fund					
Debt service	\$ 30,865,374	\$ (8,812,514)	\$ (39,677,888)	\$ 31,872,889	\$ 1,007,515
Airport Construction Fund					
Airport	123,676,000	26,976,157	(96,699,843)	26,976,157	(96,699,843)
Airport bond and construction	975,000	(4,120,444)	(5,095,444)	65,087	(909,913)
Metropolitan Airport Fund					
Central communications	0	813	813	1,621,317 (4)	1,621,317
Airport (coded as 970)	138,362,548	129,040,883	(9,321,665)	83,231,088 (4)	(55,131,460)
Airport (coded as 971)	1,888,528	2,444,901 (4)	556,373	0 (4)	(1,888,528)
Airport bond and construction	0	(1,763,258)	(1,763,258)	0	0
Totals	<u>\$ 295,767,450</u>	<u>\$ 143,766,538</u>	<u>\$ (152,000,912)</u>	<u>\$ 143,766,538</u>	<u>\$ (152,000,912)</u>

Note 1: Source: Official budget for Wayne County.

Note 2: Source: Division of Airport Finance.

Note 3: Revised actual expenses are net of intrafund transfers.

Note 4: The Airport indicated that, in 1996, "Central communications" was activity code 97180 and needed to be moved from "Airport (coded as 971)" to "Central communications." The Airport also indicated that the remaining activity in "Airport (coded as 971)" is related to expenses charged to specific division budgets as the Airport was in the early stages of separating Airport activity into divisions and should be moved to "Airport (coded as 970)" for comparison purposes. The Airport stated that this would match the expenses to where the funds were budgeted.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT  
Summary of Projects Approved by the FAA to Impose and Use Passenger Facility Charges (1)

Project Description	Original PFC Approved Amount	Final PFC Approved Amount	Original Estimate of Total Project Cost (2)	Updated Estimate of Total Project Cost (2 & 3)	Impose Approval Date	Use Approval Date
South Airport Access Road Construction	\$ 38,620,000	\$ 38,620,000	\$ 127,620,000	\$ 127,620,000	09/21/1992	09/21/1992
Stormwater Retention and Drainage						
Facilities Construction	\$ 4,980,000	\$ 4,980,000	\$ 16,230,000	\$ 16,230,000	09/21/1992	09/21/1992
Noise Berm Construction	\$ 192,000	\$ 192,000	\$ 770,000	\$ 2,185,000	09/21/1992	09/21/1992
Noise Mitigation Program	\$ 46,350,000	\$ 39,996,000	\$ 92,700,000	\$ 92,700,000	09/21/1992	09/21/1992
ALP Update (Willow Run)	\$ 5,000	\$ 5,000	\$ 50,000	\$ 65,000	09/21/1992	09/21/1992
Midfield Domestic and International Terminal						
Facility Construction	\$ 262,761,000	\$ 1,410,391,360	\$ 661,479,000 (4)	\$ 1,410,391,000	09/21/1992	07/01/1997
Reconstruction of Existing Terminals and Concourses	\$ 27,035,000	\$ 107,161,640	\$ 95,430,000 (4)	\$ 107,162,000	09/21/1992	07/01/1997
Land Acquisition and Preliminary Design for Fourth Parallel Runway	\$ 3,085,000	\$ 3,085,000	\$ 27,100,000	\$ 64,575,000	09/21/1992	08/02/1996
and Construction (Willow Run)	\$ 179,000	\$ 0	\$ 1,793,000	(5)	09/21/1992	(5)
Perimeter Property Fencing and Removal of Airport Hazard (Willow Run)	\$ 52,000	\$ 52,000	\$ 520,000 (4)	\$ 52,000	09/21/1992	08/02/1996
Runway 5R-23L Extension and Relocation of Ecorse Road and Utilities (Willow Run)	\$ 1,595,000	\$ 0	\$ 15,950,000	(5)	09/21/1992	(5)
Runway 14-32 Resurfacing (Willow Run)	\$ 164,000	\$ 0	\$ 1,640,000	(5)	09/21/1992	(5)
Snow Removal Equipment Purchase (Willow Run)	\$ 206,000	\$ 0	\$ 2,060,000	(5)	09/21/1992	(5)
Terminal						
Facilities Construction	\$ 24,000,000	\$ 22,967,000	\$ 24,000,000	\$ 22,967,000	07/01/1997	07/01/1997
International Passenger Processing Facilities Expansion	\$ 36,000,000	\$ 32,000,000	\$ 36,000,000	\$ 32,000,000	07/01/1997	07/01/1997
Runway 21C/3C Keel Section	\$ 16,991,000	\$ 16,991,000	\$ 19,593,000 (4)	\$ 16,991,000	03/10/2000	03/10/2000
Runway 4/22 Design and Construction	\$ 159,141,000	\$ 159,141,000	\$ 291,306,000 (4)	\$ 159,141,000	03/10/2000	03/10/2000
Rebuild Outfall Structures at Ponds 3 and 4	\$ 2,413,000	\$ 2,413,000	\$ 2,782,000 (4)	\$ 2,413,000	03/10/2000	03/10/2000
21C Remote Primary De-icing	\$ 23,958,000	\$ 23,958,000	\$ 27,347,000 (4)	\$ 23,958,000	03/10/2000	03/10/2000
Grade/Pave Taxiway "K" Islands	\$ 704,000	\$ 704,000	\$ 811,000 (4)	\$ 704,000	03/10/2000	03/10/2000

Note 1: Information in this exhibit is according to FAA Records of Decision and other FAA correspondence provided by the Airport unless otherwise indicated.

Note 2: Because projects may be funded with other sources in addition to PFCs, total project cost may exceed the approved PFC amount.

Note 3: Information in this column is according to the Airport's March 31, 2000 quarterly report of PFC activity. Some misstated figures have been identified in the report. Further review would be necessary to confirm the accuracy of the reported figures.

Note 4: For these eight projects, FAA letters indicate one amount for the original project cost and the Airport's quarterly report indicates a different amount.

Note 5: Project deleted on February 3, 1997.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT  
Bond Summary (1)

Bonds	Original Amount		Amount Outstanding at September 30, 1998 (2)	Purpose
Series 1986	\$166,155,000	(3)	\$ 0	Support projects in first phase of CIP (3)
Series 1990A, due 2021	47,825,000	(3)	44,440,000	CIP projects (3)
Series 1990B, due 2021	43,995,000	(3)	27,385,000	CIP projects (3)
Series 1991A, due 2021	45,775,000	(3)	3,455,000	CIP projects (3)
Series 1991B, due 2022	41,310,000	(3)	38,865,000	CIP projects (3)
Series 1993A, due 2017	14,765,000	(4)	13,840,000	Refund portion of 1986 bonds (4)
Series 1993B, due 2022	75,025,000	(4)	71,965,000	Complete existing bond projects (CIP projects) (5 & 6)
Series 1993C, due 2022	61,475,000	(3 & 4)	60,075,000	Refund/refinancing previous bond issues (3)
Series 1994A, due 2009	56,695,000	(3)	41,690,000	Refund/refinancing previous bond issues (3)
Series 1994B, due 2025	23,730,000	(3)	19,980,000	Dedicated to new bond projects. (CIP projects) (3)
Series 1996A, due 2017	67,910,000	(4)	66,010,000	Refund 1986 bonds (4)
Series 1996B, due 2017	67,910,000	(4)	66,010,000	Refund 1986 bonds (4)
Series 1998A, due 2028	854,955,000	(7)	854,955,000	(a) Fund a portion of the costs of certain capital improvements made to the airports, (b) fund capitalized interest on the Series 1998 Bond, (c) fund a deposit to the Bond Reserve Account to satisfy the reserve requirement, and (d) pay certain issuance costs incurred in connection with the Series 1998 bonds (7)
Series 1998B, due 2028	162,935,000	(7)	162,935,000	Same as Series 1998A (7)
Total	<u>\$1,730,460,000</u>		<u>\$1,471,605,000</u>	

Note 1: We have not verified the amounts or stated purpose for the bond proceeds. Further procedures would be necessary to corroborate the amounts and purpose for the bond proceeds.

Note 2: Source: Detroit Metropolitan Wayne County Airport Financial Statements for fiscal year 1997-98.

Note 3: Source: Capital Improvement Program Status Report July - September 1999.

Note 4: Source: Letter From Dave Katz, Director of Airports, dated March 9, 2000.

Note 5: According to the 1993B Bond Ordinance, the completion bond was for the following projects:

Construct landside improvements - Smith Terminal	\$ 3,840,000
Repair terminal and concourse roofs	1,984,000
Construct stormwater retention facilities	6,604,000
Convert and upgrade international terminal*	14,258,000
Construct new maintenance facility	5,485,000
Modify international terminal	1,151,000
Improve international terminal intersection	489,000
Construct crosswind runway	5,170,000
Acquire land for fourth parallel runway	9,268,000
Acquire land for Eureka Road	1,798,000
Total	<u>\$50,047,000</u>

\* This was an expansion of the project originally financed with prior bonds.

Note 6: Source: Series 1993B Official Bond Statement.

Note 7: Source: Series 1998A/B Official Bond Statement.

## MEMORANDUM

TO: David Katz  
Director of Airports

FROM: Mike Ventura  
Assistant Auditor General

DATE: November 17, 1999

RE: Information Request

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Please provide a listing of vendor identification numbers corresponding with the financial data download.

In addition, please provide the following items involving the Program Managers Team:

1. a copy of the "C.I.P. Status Report" for July, August, September 1999
2. a summary change order log, displaying the percentage change in cost from base to final cost, for all completed and ongoing C.I.P. projects since January 1, 1995
3. Program Managers Team contract 98-37-035, along with the following documentation:
  - a. request for qualifications
  - b. submitted qualifications
  - c. advertisements
  - d. purchase requisitions / orders for advertisement publication
  - e. qualification evaluations and/or tabulations
  - f. recommendation of contract award
  - g. executed agreement
  - h. Wayne County Commission Resolution

If you have any questions, please contact me at 7-7106 or 2-3666.

## MEMORANDUM

TO: Jon Hypnar  
Program Director - C.I.P.

FROM: Mike Ventura  
Assistant Auditor General

DATE: April 4, 2000

RE: Information Request

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On November 17, 1999, we requested a summary change order log, displaying the percentage change in cost from base to final cost, for all completed and ongoing C.I.P. projects since January 1, 1995. In response to our request we were provided a contract summary log containing construction contracts but no design or consultant contracts.

Please provide a design and consultant contract summary log displaying the original amount of the contract, the original contract date, the amount of any amendments or change orders, the accumulated amount paid on the contract, and the status of the project.

Please fax this information to my attention at 517-334-8079 as soon as possible. If you have any questions, please contact me at (517) 334-8050, ext.418. Thank you.

cc: David Katz

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Estimated Total Costs of Various Capital Improvement Program (CIP) Projects  
as Reported in the Fiscal Year 1998-99 Wayne County Budget Compared With Forecasted Costs at Completion  
as Reported in the June 1999 CIP Status Report

Project Description (1)	"Estimated Total Cost" Reported in the Fiscal Year 1998-99 Wayne County Budget	Total Project "Forecasted Cost at Completion" Reported in the June 1999 CIP Status Report	Difference in Amount Between the Wayne County Budget and the CIP Status Report
South Access Road Projects:			
Taxiway Fox Bridge	\$ 13,769,000	\$ 14,146,000	\$ (377,000)
North Tunnel and Roadway	\$ 43,552,000	\$ 48,791,000	\$ (5,239,000)
Rogell Drive Connector	\$ 29,647,000	\$ 33,478,000	\$ (3,831,000)
Life Safety, Traffic Controls, and Signage (2)	\$ 4,570,000	\$ 0	\$ 4,570,000
Noise Mitigation - Land Acquisition	\$ 50,000,000	\$ 34,481,000	\$ 15,519,000
Residential Sound Insulation Program	\$ 50,000,000	\$ 14,112,000	\$ 35,888,000
Residential Purchase Assurance Program	\$ 3,000,000	\$ 610,000	\$ 2,390,000
Bal of Noise Mitigation (Sound Monitoring)	\$ 2,500,000	\$ 212,000	\$ 2,288,000
Modify Berry Terminal Roadways and IT Lots	\$ 2,664,000	\$ 430,000	\$ 2,234,000
Improve Berry Intersection (2)	\$ 925,000	\$ 0	\$ 925,000
Wetland Monitoring	\$ 824,000	\$ 808,000	\$ 16,000
Pumpstation #6B	\$ 12,887,000	\$ 12,745,000	\$ 142,000
New Common Use Air Freight Facility	\$ 2,500,000	\$ 2,500,000	\$ 0
General Liability Insurance - OCIP	\$ 3,750,000	\$ 439,000	\$ 3,311,000
RW 4/22 - Wetland Mitigation	\$ 10,911,000	\$ 7,414,000	\$ 3,497,000
RW 4/22 - Roads Relocation	\$ 14,004,000	(3)	(3)
RW 4/22 - Utilities Relocation	\$ 9,563,000	\$ 5,815,000	\$ 3,748,000
Pumpstation #11	\$ 9,691,000	\$ 13,089,000	\$ (3,398,000)
Relocate Frank & Poet Drain	\$ 6,686,000	\$ 7,155,000	\$ (469,000)
RW 4/22 & Taxiways - Design Only	\$ 2,245,000	\$ 14,086,000	\$ (11,841,000)
RW 4/22 & Taxiways - Construction Only	\$ 52,000,000	\$ 74,660,000	\$ (22,660,000)
Replace 3C/21C Keel Section	\$ 8,441,000	\$ 7,401,000	\$ 1,040,000
Rebuild Outfall Structures - Ponds 3 and 4	\$ 1,199,000	\$ 934,000	\$ 265,000
Repair/Replace Underground Storage Tanks	\$ 450,000	\$ 329,000	\$ 121,000
Remote Primary De-Icing at 21C	\$ 11,000,000	\$ 9,863,000	\$ 1,137,000
Grade and Pave Taxiway "K" Islands	\$ 350,000	\$ 350,000	\$ 0
4/22 Land Acquisition	\$ 3,000,000	\$ 67,790,000	\$ (64,790,000)
Airport Equipment/Vehicles	\$ 4,000,000	\$ 2,501,000	\$ 1,499,000
Expand Green Lot	\$ 1,500,000	\$ 548,000	\$ 952,000
Renovate/Replace 5 Substations	\$ 2,711,000	\$ 491,000	\$ 2,220,000
Other Existing Terminal Renovation Projects	\$ 1,475,000	(3)	(3)
Airport Road and Exterior Signage	\$ 1,958,000	(3)	(3)
Reroof Smith, B Concourse, Powerhouse	\$ 1,339,000	\$ 2,268,000	\$ (929,000)
HVAC Renovation of Concourses (2)	\$ 844,000	\$ 0	\$ 844,000
Annunciator Integration - Powerhouse (2)	\$ 423,000	\$ 0	\$ 423,000

*This schedule continued on next page.*



DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Estimated Total Costs of Various Capital Improvement Program (CIP) Projects  
as Reported in the Fiscal Year 1998-99 Wayne County Budget Compared With Forecasted Costs at Completion  
as Reported in the June 1999 CIP Status Report

*Continued*

Project Description (1)	"Estimated Total Cost" Reported in the Fiscal Year 1998-99 Wayne County Budget	Total Project "Forecasted Cost at Completion" Reported in the June 1999 CIP Status Report		Difference in Amount Between the Wayne County Budget and the CIP Status Report
Observation Deck Abatement	\$ 166,000	\$ 109,000		\$ 57,000
Balance of Existing Terminal Projects	\$ 30,259,000	(3)		(3)
Midfield Terminal	\$ 614,355,000	(3)		(3)
Midfield Aprons and Sitework	\$ 185,330,000	(3)		(3)
Midfield Terminal Roadways	\$ 47,069,000	(3)		(3)
Demolition	\$ 4,900,000	(3)		(3)
Outbuildings and Miscellaneous	\$ 4,768,000	(3)		(3)
Project Management	\$ 23,635,000	(3)		(3)
NWA Cargo/Mailhandling and Maint Facilities	\$ 38,525,000	(3)		(3)
Parking Garage	\$ 140,000,000	(3)		(3)
Power Plant	\$ 60,000,000	(3)		(3)
High Speed Exit - 9R to Taxiway "T"	\$ 3,439,000	\$ 32,000	\$	3,407,000
West Cargo Area Access Roads and Utilities (2)	\$ 5,000,000	\$ 0	\$	5,000,000
Extend T/W "P" between T/W Fox and T/W Arc (2)	\$ 3,000,000	\$ 0	\$	3,000,000
Future Apron Replacement (2)	\$ 12,500,000	\$ 0	\$	12,500,000

Note 1: The projects in this exhibit are the projects listed in the fiscal year 1998-99 Wayne County budget.

Note 2: These seven projects had an "Estimated Total Cost" amount in the fiscal year 1998-99 Wayne County budget, but were listed with a zero dollar value for "Forecasted Cost at Completion" in the June 1999 CIP status report.

Note 3: A project with this exact description did not appear in the CIP status report; therefore, a comparison could not be made.

**DETROIT METROPOLITAN WAYNE COUNTY AIRPORT**  
 Expended to Date Costs of Various Capital Improvement Program (CIP) Projects  
 as Reported in the Fiscal Year 1998-99 Wayne County Budget Compared With Committed to Date Costs  
 as Reported in the September 1999 CIP Status Report

Project Description (1)	"Expended to Date" Costs Reported in the Fiscal Year 1998-99 Wayne County Budget	Total Project "Committed to Date" Costs Reported in the September 1999 CIP Status Report	Difference in Amount Between the Wayne County Budget and the CIP Status Report
South Access Road Projects:			
Taxiway Fox Bridge	\$ 12,269,000	\$ 12,510,000	\$ (241,000)
North Tunnel and Roadway	\$ 2,552,000	\$ 46,651,000	\$ (44,099,000)
Rogell Drive Connector	\$ -	\$ 3,181,000	\$ (3,181,000)
Life Safety, Traffic Controls, and Signage	\$ 1,112,000	(2)	(2)
Noise Mitigation - Land Acquisition	\$ 34,000,000	\$ 28,994,000	\$ 5,006,000
Residential Sound Insulation Program	\$ 26,000,000	\$ 17,110,000	\$ 8,890,000
Residential Purchase Assurance Program	\$ 2,000,000	\$ 311,000	\$ 1,689,000
Bal of Noise Mitigation (Sound Monitoring)	\$ -	\$ 212,000	\$ (212,000)
Modify Berry Terminal Roadways and IT Lots	\$ 1,464,000	\$ 430,000	\$ 1,034,000
Improve Berry Intersection	\$ -	\$ -	\$ -
Wetland Monitoring	\$ 594,000	\$ 821,000	\$ (227,000)
Pumpstation #6B	\$ 7,712,000	\$ 12,912,000	\$ (5,200,000)
New Common Use Air Freight Facility	\$ 500,000	\$ 2,185,000	\$ (1,685,000)
General Liability Insurance - OCIP	\$ -	\$ 565,000	\$ (565,000)
RW 4/22 - Wetland Mitigation	\$ 217,000	\$ 1,240,000	\$ (1,023,000)
RW 4/22 - Roads Relocation	\$ 1,399,000	(2)	(2)
RW 4/22 - Utilities Relocation	\$ 957,000	\$ 3,715,000	\$ (2,758,000)
Pumpstation #11	\$ 483,000	\$ 12,140,000	\$ (11,657,000)
Relocate Frank & Poet Drain	\$ 668,000	\$ 6,957,000	\$ (6,289,000)
RW 4/22 & Taxiways - Design Only	\$ 336,000	\$ 2,606,000	\$ (2,270,000)
RW 4/22 & Taxiways - Construction Only	\$ -	\$ -	\$ -
Replace 3C/21C Keel Section	\$ 169,000	\$ 421,000	\$ (252,000)
Rebuild Outfall Structures - Ponds 3 and 4	\$ -	\$ 42,000	\$ (42,000)
Repair/Replace Underground Storage Tanks	\$ 90,000	\$ 116,000	\$ (26,000)
Remote Primary De-Icing at 21C	\$ 7,700,000	\$ 9,882,000	\$ (2,182,000)
Grade and Pave Taxiway "K" Islands	\$ 315,000	\$ 51,000	\$ 264,000
4/22 Land Acquisition	\$ 2,550,000	\$ 62,035,000	\$ (59,485,000)
Airport Equipment/Vehicles	\$ -	\$ 1,001,000	\$ (1,001,000)
Expand Green Lot	\$ 1,050,000	\$ 554,000	\$ 496,000
Renovate/Replace 5 Substations	\$ 406,000	\$ 170,000	\$ 236,000
Other Existing Terminal Renovation Projects	\$ 294,000	(2)	(2)
Airport Road and Exterior Signage	\$ 391,000	(2)	(2)
Reroof Smith, B Concourse, Powerhouse	\$ 1,205,000	\$ 1,931,000	\$ (726,000)
HVAC Renovation of Concourses (3)	\$ 717,000	\$ 0	\$ 717,000
Annunciator Integration - Powerhouse (3)	\$ 22,000	\$ 0	\$ 22,000
Observation Deck Abatement (3)	\$ 33,000	\$ 0	\$ 33,000
Balance of Existing Terminal Projects	\$ 724,000	(2)	(2)
Midfield Terminal	\$ 14,283,000	(2)	(2)
Midfield Aprons and Sitework	\$ 86,474,000	(2)	(2)
Midfield Terminal Roadways	\$ 2,439,000	(2)	(2)
Demolition	\$ 59,000	(2)	(2)
Outbuildings and Miscellaneous	\$ 50,000	(2)	(2)

*This schedule continued on next page.*

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT  
Expended to Date Costs of Various Capital Improvement Program (CIP) Projects  
as Reported in the Fiscal Year 1998-99 Wayne County Budget Compared With Committed to Date Costs  
as Reported in the September 1999 CIP Status Report  
*Continued*

Project Description (1)	Total Project		Difference in Amount Between the Wayne County Budget and the CIP Status Report
	"Expended to Date" Costs Reported in the Fiscal Year 1998-99 Wayne County Budget	"Committed to Date" Costs Reported in the September 1999 CIP Status Report	
Project Management	\$ 6,479,000	(2)	(2)
NWA Cargo/Mailhandling and Maint Facilities	\$ 7,416,000	(2)	(2)
Parking Garage	\$ -	(2)	(2)
Power Plant	\$ -	(2)	(2)
High Speed Exit - 9R to Taxiway "T"	\$ -	\$ 32,000	\$ (32,000)
West Cargo Area Access Roads and Utilities	\$ -	\$ -	\$ -
Extend T/W "P" between T/W Fox and T/W Arc	\$ -	\$ -	\$ -
Future Apron Replacement	\$ -	\$ -	\$ -

Note 1: The projects in this exhibit are the projects listed in the fiscal year 1998-99 Wayne County budget.

Note 2: A project with this exact description did not appear in the CIP status report; therefore, a comparison could not be made.

Note 3: These three projects had an "Expended to Date" amount in the fiscal year 1998-99 Wayne County budget, but were listed with a zero dollar value for "Committed to Date" costs in the September 1999 CIP status report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT  
Forecasted Costs at Completion of Various Capital Improvement Program (CIP) Projects  
June 1999 Compared With September 1999

Contractor	Description*	Total Project		Increase/	
		"Forecasted Cost at Completion"	"Forecasted Cost at Completion"	(Decrease)	(Decrease)
		Reported in the June 1999	Reported in the September	From June	From June
		CIP Status Report	1999 CIP Status Report	to September	to September
Deangelis Landscape	Runway 4/22 Wetlands Mitigation	\$ 7,414,000	\$ 7,368,000	\$ (46,000)	(0.62%)
Nationwide Fence & Supply	4/22 Clearing and Grubbing	3,004,000	2,987,000	(17,000)	(0.56%)
Richter's Contracting	West Periphery Rd. - South Segment	3,453,000	3,897,000	444,000	12.85%
American International, Inc.	Airfield Lighting and Signage	26,764,000	27,183,000	419,000	1.56%
Ferndale Electric Company	RW LT Monitoring/TW Centerline LT	722,000	722,000	0	
Ferndale Electric Company	Light Tagging	314,000	308,000	(6,000)	(1.91%)
B & V Construction Incorporated	AARF Fire/Rescue Training Facility	3,277,000	3,277,000	0	
Contraves STS	AARF Fuel Spill Fire Trainer	3,277,000	3,277,000	0	
John Carlo, Inc.	Concourse G Apron Paving Phase I	2,149,000	2,149,000	0	
John Carlo, Inc.	Concourse G Apron Paving Phase II	1,323,000	1,323,000	0	
Angelo Iafate Construction Co.	Hold Apron for Runway 3C	6,757,000	6,757,000	0	
Angelo Iafate Construction Co.	Taxiway PP and Taxiway T Extension	7,907,000	7,907,000	0	
Angelo Iafate Construction Co.	Apron Infill @ "F" 7 INT Terminals	1,448,000	1,448,000	0	
Angelo Iafate Construction Co.	Interim Overlay of 21C Keel	1,041,000	916,000	(125,000)	(12.00%)
American International, Inc.	Runway 21R Touchdown Zone Pavement	328,000	328,000	0	
American Striping, Inc.	Removing Pavement Markings at Runway 3L	257,000	257,000	0	
Huron Sign Company	Airport Entry Sign	89,000	96,000	7,000	7.86%
Western Industries, Inc.	Replace Overhead Roadway Signage	168,000	154,000	(14,000)	(8.33%)
Crudo Bros. Company, Inc.	Marriott HVAC Renovation	1,539,000	1,539,000	0	
Detroit Iron Works	Sanitary Lift Station No.1	641,000	620,000	(21,000)	(3.27%)
Detroit Iron Works	Utilities for Valet Lot	35,000	35,000	0	
Ajax Paving & Subsidiaries	Remote Primary De-icing @ 21C	9,863,000	10,075,000	212,000	2.14%
Ajax Paving & Subsidiaries	Expansion of Green Lot	548,000	554,000	6,000	1.09%
Lasalle, Inc.	21C De-icing Operations Building	1,419,000	1,590,000	171,000	12.05%
Ric-Man Construction, Inc.	Parallel Frank & Poet Drain & Pond	7,963,000	7,963,000	0	
Weiss Construction Co.	Stormwater Pump Station No. 6B	12,745,000	12,947,000	202,000	1.58%
Angelo Iafate Construction Co.	Relocate Frank & Poet Drain & Hal	7,155,000	7,261,000	106,000	1.45%
Angelo Iafate Construction Co.	Public Utilities Relocation	5,815,000	7,152,000	1,337,000	22.99%
Dan's Excavating, Inc.	Pump Station No. 11	13,089,000	13,439,000	350,000	2.67%
Campbell/Manix, Inc.	Replace Romulus DPW Facility	5,088,000	5,130,000	42,000	0.82%
Olympic Corporation	Duplicating Existing Rockway	1,112,000	1,112,000	0	
Jenkins Construction Inc.	Sound Insulation-ST Stephens & Mil	2,149,000	2,150,000	1,000	0.04%
Not provided	Noise House	212,000	212,000	0	
Jenkins Construction Inc.	Sound Insulation - Hoover & Tread	1,421,000	1,421,000	0	
Jenkins Construction Inc.	Sound Insulation - Federal & People	1,562,000	1,562,000	0	
Waterland Trucking Service, Inc.	Employee Parking Lot Expansion - Lot T	1,203,000	1,203,000	0	
Waterland Trucking Service, Inc.	Sign Illumination	89,000	96,000	7,000	7.86%
Air & Water Systems, Inc.	South Tunnel Fire Protection	570,000	590,000	20,000	3.50%
Artco Contracting, Inc.	New Maintenance Facility - Phase I	8,379,000	8,379,000	0	
Artco Contracting, Inc.	New Maintenance Facility - Phase II	6,703,000	6,703,000	0	
Toltest, Inc.	Underground Storage Tanks	180,000	192,000	12,000	6.66%
Linden Development Corp.	Common Use Air Freight Facility	2,500,000	2,898,000	398,000	15.92%
Laduke Roofing	Re-roofing of Smith B & F, Powerhouse	2,268,000	2,028,000	(240,000)	(10.58%)
American International, Inc.	Renovate Toilet Rooms - Phase 2	1,379,000	1,234,000	(145,000)	(10.51%)
Crudo Bros. Company, Inc.	Central Information Center (NWA)	217,000	195,000	(22,000)	(10.13%)
Total		\$ 165,536,000	\$ 168,634,000	\$ 3,098,000	1.87%

\* The projects in this exhibit are the construction projects provided by the Airport in response to our request for all completed and ongoing projects since January 1, 1995.

**DETROIT METROPOLITAN WAYNE COUNTY AIRPORT**  
 Committed to Date Costs of Various Capital Improvement Program (CIP) Projects  
 June 1999 Compared With September 1999

Contractor	Description*	Total Project	Total Project	Increase/	Percentage
		"Committed to Date" Costs	"Committed to Date" Costs	(Decrease)	(Decrease)
		Reported in the June 1999	Reported in the September	From June	From June
		CIP Status Report	1999 CIP Status Report	to September	to September
Deangelis Landscape	Runway 4/22 Wetlands Mitigation	\$ 1,285,000	\$ 1,240,000	\$ (45,000)	(3.50%)
Nationwide Fence & Supply	4/22 Clearing and Grubbing	2,677,000	2,977,000	300,000	11.20%
Richter's Contracting	West Periphery Rd. - South Segment	2,601,000	2,601,000	0	
American International, Inc.	Airfield Lighting and Signage	26,764,000	27,183,000	419,000	1.56%
Ferndale Electric Company	RW LT Monitoring/TW Centerline LT	722,000	722,000	0	
Ferndale Electric Company	Light Tagging	314,000	308,000	(6,000)	(1.91%)
B & V Construction Incorporated	AARF Fire/Rescue Training Facility	3,277,000	3,277,000	0	
Contraves STS	AARF Fuel Spill Fire Trainer	3,277,000	3,277,000	0	
John Carlo, Inc.	Concourse G Apron Paving Phase I	2,149,000	2,149,000	0	
John Carlo, Inc.	Concourse G Apron Paving Phase II	1,323,000	1,323,000	0	
Angelo Iafrate Construction Co.	Hold Apron for Runway 3C	6,757,000	6,757,000	0	
Angelo Iafrate Construction Co.	Taxiway PP and Taxiway T Extension	7,907,000	7,907,000	0	
Angelo Iafrate Construction Co.	Apron Infill @ "F" 7 INT Terminals	1,448,000	1,448,000	0	
Angelo Iafrate Construction Co.	Interim Overlay of 21C Keel	0	56,000	56,000	
American International, Inc.	Runway 21R Touchdown Zone Pavement	328,000	328,000	0	
American Striping, Inc.	Removing Pavement Markings at Runway 3L	257,000	257,000	0	
Huron Sign Company	Airport Entry Sign	89,000	96,000	7,000	7.86%
Western Industries, Inc.	Replace Overhead Roadway Signage	154,000	150,000	(4,000)	(2.59%)
Crudo Bros. Company, Inc.	Marriott HVAC Renovation	1,539,000	1,539,000	0	
Detroit Iron Works	Sanitary Lift Station No.1	641,000	620,000	(21,000)	(3.27%)
Detroit Iron Works	Utilities for Valet Lot	35,000	35,000	0	
Ajax Paving & Subsidiaries	Remote Primary De-icing @ 21C	9,246,000	9,882,000	636,000	6.87%
Ajax Paving & Subsidiaries	Expansion of Green Lot	460,000	554,000	94,000	20.43%
Lasalle, Inc.	21C De-icing Operations Building	69,000	69,000	0	
Ric-Man Construction, Inc.	Parallel Frank & Poet Drain & Pond	7,963,000	7,963,000	0	
Weiss Construction Co.	Stormwater Pump Station No. 6B	12,701,000	12,912,000	211,000	1.66%
Angelo Iafrate Construction Co.	Relocate Frank & Poet Drain & Hal	6,890,000	6,957,000	67,000	0.97%
Angelo Iafrate Construction Co.	Public Utilities Relocation	2,713,000	3,715,000	1,002,000	36.93%
Dan's Excavating, Inc.	Pump Station No. 11	976,000	12,140,000	11,164,000	1,143.85%
Campbell/Manix, Inc.	Replace Romulus DPW Facility	4,214,000	4,283,000	69,000	1.63%
Olympic Corporation	Duplicating Existing Rockway	743,000	1,112,000	369,000	49.66%
Jenkins Construction Inc.	Sound Insulation-ST Stephens & Mil	2,149,000	2,150,000	1,000	0.04%
Not provided	Noise House	212,000	212,000	0	
Jenkins Construction Inc.	Sound Insulation - Hoover & Tread	1,421,000	1,421,000	0	
Jenkins Construction Inc.	Sound Insulation - Federal & People	1,562,000	1,562,000	0	
Waterland Trucking Service, Inc.	Employee Parking Lot Expansion - Lot T	1,203,000	1,203,000	0	
Waterland Trucking Service, Inc.	Sign Illumination	89,000	96,000	7,000	7.86%
Air & Water Systems, Inc.	South Tunnel Fire Protection	43,000	43,000	0	
Artco Contracting, Inc.	New Maintenance Facility - Phase I	8,379,000	8,379,000	0	
Artco Contracting, Inc.	New Maintenance Facility - Phase II	6,703,000	6,703,000	0	
Toltest, Inc.	Underground Storage Tanks	0	168,000	168,000	
Linden Development Corp.	Common Use Air Freight Facility	2,151,000	2,185,000	34,000	1.58%
Laduke Roofing	Re-roofing of Smith B & F, Powerhouse	2,071,000	1,931,000	(140,000)	(6.76%)
American International, Inc.	Renovate Toilet Rooms - Phase 2	1,325,000	1,180,000	(145,000)	(10.94%)
Crudo Bros. Company, Inc.	Central Information Center (NWA)	217,000	195,000	(22,000)	(10.13%)
Total		<u>\$ 137,044,000</u>	<u>\$ 151,265,000</u>	<u>\$ 14,221,000</u>	<u>10.37%</u>

\* The projects in this exhibit are the construction projects provided by the Airport in response to our request for all completed and ongoing projects since January 1, 1995.